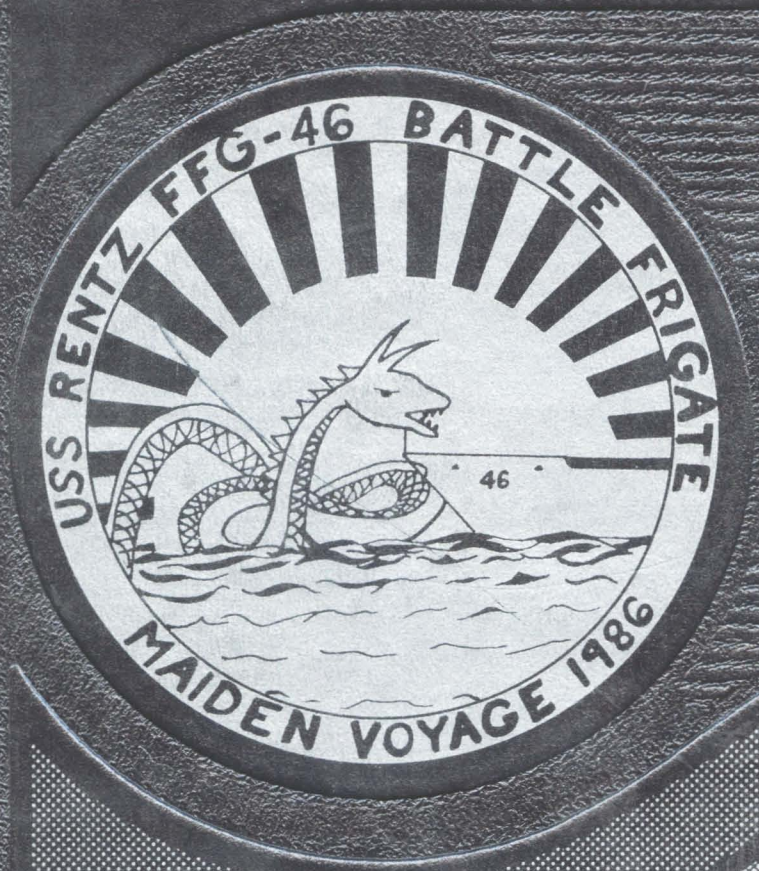
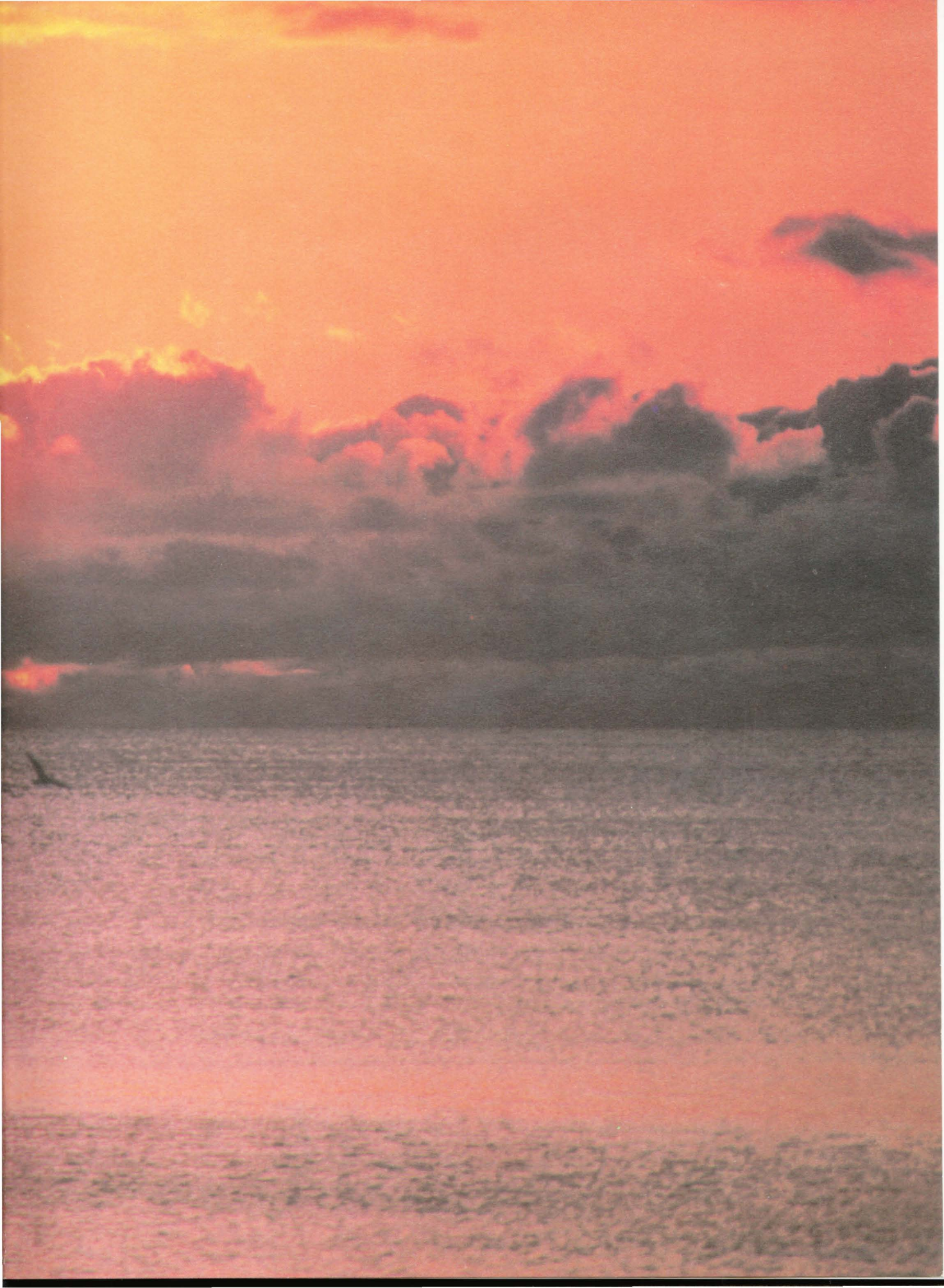
USS RENTZ FFG-46 1986

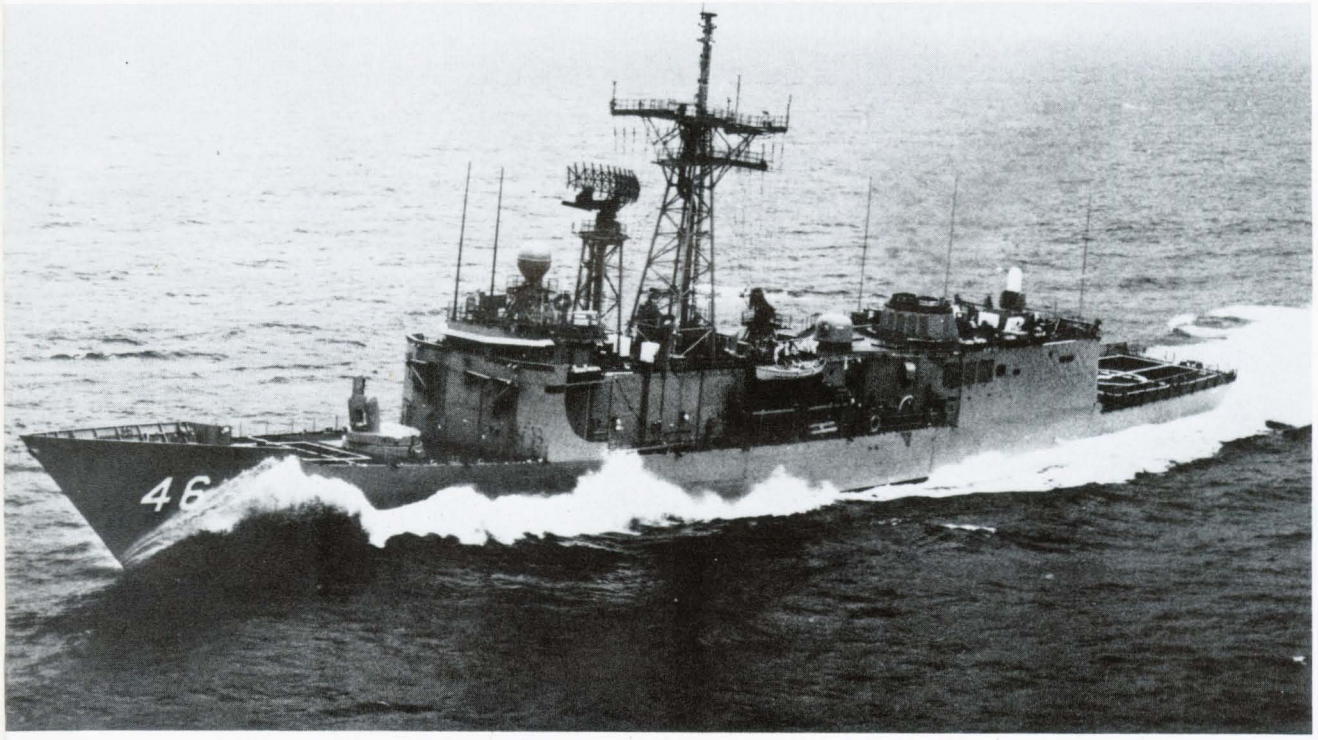






USS RENTZ

1986



THE

CHINA SQUADRON

THE CHINA SQUADRON

ON 1 NOVEMBER 1986, USS REEVES (CG 24), USS OLDENDORF (DD 972) AND USS RENTZ (FFG 46) NESTED TOGETHER FOR THE FIRST TIME IN SASEBO, JAPAN. COMMANDED BY COMMANDER IN-CHIEF, U. S. PACIFIC FLEET, ADMIRAL "ACE" LYONS, AND UNDER THE DIRECTION OF COMMANDER, TASK FORCE SEVENTY-FIVE, REAR ADMIRAL WEBSTER, THE "CHINA SQUADRON" WAS FORMED. DESIGNATED MONTHS BEFORE, EACH SHIP HAS ITS OWN STORY TO TELL OF THE SERIES OF EVENTS LEADING TO THEIR ARRIVAL IN QINGDAO, PEOPLE'S REPUBLIC OF CHINA, ON THE MORNING OF 5 NOVEMBER 1986. OURS IS THE STORY OF RENTZ.



RENTZ IS THE FORTIETH SHIP OF THE OLIVER HAZARD PERRY CLASS OF GUIDED MISSILE FRIGATES. PROGRAMMED FOR OVER FIFTY SHIPS, RENTZ IS THE NAVY'S LARGEST DESTROYER CLASS SINCE WORLD WAR II, AS WELL AS THE NEWEST. HER MISSION IS TO PROVIDE ANTI-AIR, ANTI-SUBMARINE, AND ANTI-SURFACE PROTECTION FOR MILITARY AND MERCHANT SHIPPING, AMPHIBIOUS TASK FORCES, UNDERWAY LOGISTIC GROUPS AND CARRIER BATTLE GROUPS. NEW AND INNOVATIVE CONCEPTS WERE INCORPORATED INTO RENTZ'S DESIGN ALLOWING HER TO THOROUGHLY EVALUATE POTENTIAL THREATS AND REACT IMMEDIATELY IF THE NEED ARISES. THE COMBAT SYSTEM UTILIZES A COMPUTERIZED COMMAND AND CONTROL SYSTEM TO INTEGRATE THE SHIP'S SENSORS AND WEAPONS. HER WEAPONS INCLUDE SURFACE-TO-SURFACE AND SURFACE-TO-AIR MISSILES, A RAPID FIRE GUN, A CLOSE-IN WEAPON SYSTEM, ANTI-SUBMARINE TORPEDOES AND THE LAMPS MK III HELICOPTER. THE PROPULSION SYSTEM IS A COMPUTER-CONTROLLED GAS TURBINE POWER PLANT WITH ENGINES SIMILAR TO THOSE FOUND ON THE CIVILIAN DC-10. RENTZ'S PROPULSION SYSTEM CAN BE BROUGHT "ON-THE-LINE" IN LESS THAN TEN MINUTES COMPARED TO MORE THAN FOUR HOURS FOR CONVENTIONAL STEAM POWERED SHIPS. THESE SYSTEMS, COMBINED WITH A PROFESSIONAL CREW, MAKE RENTZ A VALUABLE ASSET IN TODAYS MULTI-THREAT ENVIRONMENT. THE FOLLOWING ARE CHRONICLES OF THE "MIGHTY BATTLE FRIGATE'S MAIDEN VOYAGE".

SHIPS CHARACTERISTICS

BUILT BY: Todd Pacific Shipyards Corp., Los Angeles Division, San Pedro, CA

KEEL LAID: 18 September 1982

CHRISTENED: 16 July 1982

COMMISSIONED: 30 June 1984 at Naval Station Long Beach, CA

DISPLACEMENT: 4100 Tons

LENGTH: 453 Feet

BEAM: 47 Feet

PROPULSION: Two General Electric LM2500 Gas Turbines for 41,000 shaft horsepower; One Controllable Reversible Pitch Propellor; Two 350 Horsepower Electric Drive Auxiliary Propulsion Units

AUXILIARIES: Four 1000 Kilowatt Ship's Service Diesel Generators

SPEED: 30 Knots

AIRCRAFT: Two SH-60B Seahawk Helicopters

ARMAMENT: MK13 Guided Missile Launcher; HARPOON Anti-Ship Missiles; Standard Anti-Aircraft Missiles; MK75 76MM/62 Caliber Rapid Fire Gun; MK32 ASW Torpedo Tubes (two triple mounts); MK15 Close-in Weapon System

COMBAT SYSTEMS: AN/SPS49 Air Search Radar; AN/SPS55 Surface Search Radar; MK92 Fire Control System; AN/SLQ32 Electronic Warfare System; AN/SQS56 Sonar; MK36 SRBOC Decoy System; AN/SLQ25 Torpedo Countermeasure System; AN/SQQ-89 ASW Integration System; LAMPS MKIII Weapon System





CAPTAIN
MARTIN J. MAYER

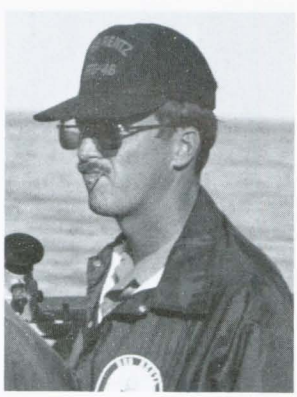
THE COMMANDING OFFICER

A NATIVE OF UPPER MONTCLAIR, NEW JERSEY, CAPTAIN MAYER GRADUATED FROM RUTGERS UNIVERSITY IN MAY 1966 AND SHORTLY THEREAFTER ENTERED THE NAVAL SERVICE. UPON GRADUATION FROM THE U. S. NAVAL OFFICER CANDIDATE SCHOOL IN NEWPORT, RHODE ISLAND, CAPTAIN MAYER WAS COMMISSIONED AS AN ENSIGN IN THE NAVAL RESERVE. HIS FIRST DUTY ASSIGNMENT WAS AS A DIVISION OFFICER ONBOARD USS BENNINGTON (CVS 20) FROM MAY 1967 TO DECEMBER 1968. CAPTAIN MAYER WAS NEXT ASSIGNED TO COASTAL SQUADRON ONE, REPUBLIC OF VIETNAM FROM FEBRUARY 1969 TO FEBRUARY 1970 WHERE HE WAS OFFICER-IN-CHARGE OF PCF'S 58, 40 and 63 AT DANANG, AN THOI AND VUNG TAU, RVN RESPECTIVELY. FROM MAY 1970 TO AUGUST 1971 CAPTAIN MAYER ATTENDED RUTGERS UNIVERSITY GRADUATE SCHOOL OF BUSINESS, RECEIVING AN MBA. HE THEN SERVED AS EXECUTIVE OFFICER ONBOARD USS GRAPPLE (ARS 7) FROM OCTOBER 1971 THROUGH JUNE 1973 AFTER WHICH HE ATTENDED THE U. S. NAVAL DESTROYER SCHOOL, NEWPORT, RHODE ISLAND, GRADUATING IN MARCH 1974. SUBSEQUENTLY CAPTAIN MAYER SERVED ONBOARD USS REASONER (DE 1063) FROM MAY 1974 THROUGH MAY 1976 AS A DEPARTMENT HEAD. FROM JUNE 1976 THROUGH FEBRUARY 1979 CAPTAIN MAYER SERVED IN WASHINGTON, DC AS A COMPTROLLER IN THE BUREAU OF PERSONNEL AND AS FINANCIAL ANALYST ON THE STAFF OF THE CHIEF OF NAVAL OPERATIONS. NEXT HE SERVED AS EXECUTIVE OFFICER ONBOARD USS COOK (FF 1083) FROM JUNE 1979 THROUGH NOVEMBER 1980. THIS WAS FOLLOWED BY AN INSTRUCTOR'S TOUR AT THE NAVAL AMPHIBIOUS SCHOOL, CORONADO. IN JANUARY 1984 CAPTAIN MAYER REPORTED ONBOARD FLEET INTRODUCTION TEAM, SAN PEDRO AS PROSPECTIVE COMMANDING OFFICER, RENTZ. CAPTAIN MAYER'S PERSONAL AWARDS INCLUDE THE MERITORIOUS SERVICE MEDAL AND THE NAVY COMMENDATION MEDAL WITH COMBAT "V" (THREE AWARDS). CAPTAIN MAYER IS MARRIED TO THE FORMER NANCY SUE BASSLER OF ROCHELLE, ILLINOIS. THEY HAVE ONE DAUGHTER, JENNY, WHO LIVES AT HOME. CAPTAIN MAYER WILL NEXT REPORT TO OPNAV, WASHINGTON, DC.



EXECUTIVE OFFICER

LCDR DANA L. VUGTAVEEN





BMCM P.M. DOUGHERTY



COMMAND MASTER CHIEF



LT FORREST E. BROOKS, III
COMBAT SYSTEMS OFFICER
"NEDDY BEAR, BULL LT"



ENS MELVIN M. BROWN
ELECTRONICS READINESS OFFICER
"SOURCE OF OLONGAPO"



LT JAMES E. DEPP
ORDNANCE OFFICER
"SHOOT'EM IF THEY CAN'T . . ."



LT DAVID J. GALE
AUXILIARIES OFFICER
"COMMAND LOVER"



LCDR DAVID A. HAMEL
CHIEF ENGINEER
"MR. EYE CONTROL"



LT PAUL G. HILLENBRAND
COMBAT INFORMATION OFFICER
"MACHO MAN"



LT BRUCE L. JOHNSON
ASW OFFICER
"VICTORY AT SEA"



LTJG SIMON L. LONG
MAIN PROPULSION ASSISTANT
"THE WEASEL"



LT ROBERT D. MARCINEK
SUPPORT OFFICER
"OLONGAPO TOUR GUIDE"



LT MICHAEL J. MARKS
AIR OPERATIONS OFFICER
"THE WORM"



ENS DANIEL J. MCNEILAN
DISBURSING OFFICER
"THAT'S OUT"



LCDR ALFRED R. SEIFERT
AIR OFFICER-IN-CHARGE
"COMFAG"



THE WARDROOM

THE OFFICERS OF THE BATTLE FRIGATE.





THOUGH PICTURED HERE IN DRESS UNIFORMS, THESE MEN ARE NOT ALWAYS AS WELL ATTIRED AND COMPOSED. THEY OFTEN "LET DOWN THEIR HAIR" TO DO BATTLE AMONG THEMSELVES OR WITH THE CPO MESS.

NOT PICTURED BELOW IS LT JOHN F. McGOWAN, ONE OF THE PILOTS, WHO OFTEN LIFTED OUR SPIRITS WITH HIS QUICK (IF BRUTAL) WIT AND HIS UNIQUE BOUYANT PERSONALITY.







LT MARK R. STEERS
AIR ADMIN/TRAINING OFFICER
"BIG RED ONE"

LT DANNY H. STRUBLE
DAMAGE CONTROL ASSISTANT
"DANNY BOY"

LT SCOTT R. VERDOORN
COMMUNICATIONS OFFICER
"RACK MONSTER"







LCDR DANA L. VUGTEVEEN
EXECUTIVE OFFICER
"THE COMMANDER"

LT JAMES L. WARREN
SHIP CONTROL OFFICER
"REVEREND JIMMY"

LT CONNING T. BEAR

CHIEF PETTY OFFICERS

GMMC PAUL ANDREWS

GMGC DAVE BAKER

ETC JOHN BARDO







BMCM(SW) PAT DOUGHERTY

EMCS(SW) BOB EAMES

RMC GREG FONTAINE







ATCS DOUG HOWELL

STGC PAUL KOSTOPOLUS

GSEC GEORGE KULP







ICC(SW) HERB RICHARDS

OSC J. R. ROMERO

MSC MIKE SMITH

FCC BRAD STEWART







. . . WEAR YOUR HAT WITH THE APLOMB,







FCC LARRY CHAPLIN

HMCS DAN DiPROFIO

OSCS(SW) PAUL DOLAN







OSC(SW) SCOTT GLUCKER

QMCS(SW) LYNN HARDIE

STGCS JIM HEAD







DSC RUDY MABOLO

OSC(SW) KEITH MacDONALD

SKC ANDY MERTO





AND DIGNITY OF YOUR BROTHERS IN ARMS.

EMFN ALBERTO T. AJERO
"AJ"

MS1 CONRADO B. ALCANTARA
"BIG AL"

HT3 WILLIAM J. ALLEN
"LUNKA"



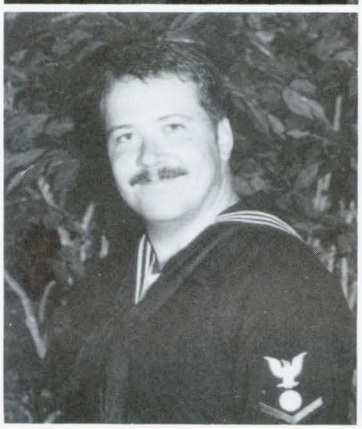


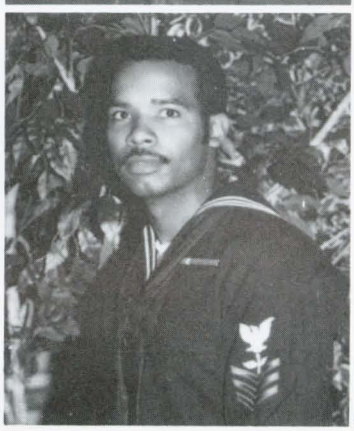


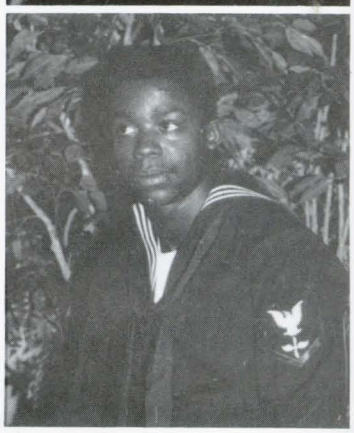
EM3 WILLIAM J. ANDERS

AD1 RONZEL ANDERSON

AD3 TERRY L. ANDERSON





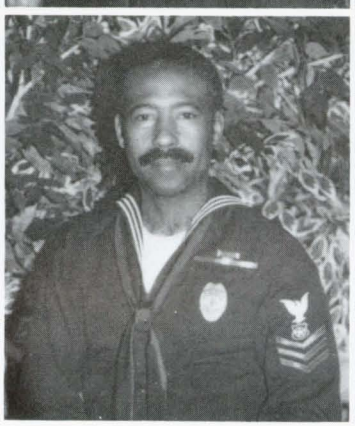


MS3 ARMANDO P. ANGELES
"ANGY"

MA1 STANLEY A. ARTHUR, JR.
"SHERIFF"

RM3 DAVID A. BANFILL







BM1 DONALD M. BARRETT

ET2 JEFFREY E. BENTLEY
"WHAANTWEY"

EW1 LARRY L. BERTSCH

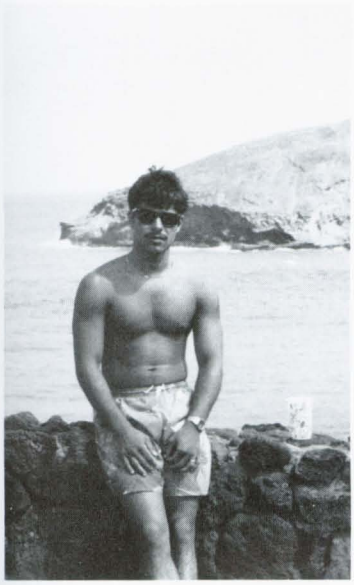






THE CREW

THESE ARE THE MEN WHO GIVE THE SHIP A LIFE.



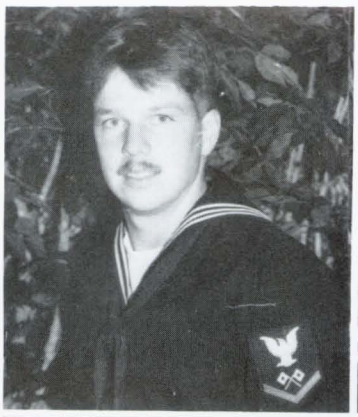


LIFE ON A SHIP IS FULL OF ITS UPS AND DOWNS. CLOSE QUARTERS, LONG, ODD WORKING HOURS AND A MULTITUDE OF RULES AND REGULATIONS CAN MAKE LIFE A TRYING EXPERIENCE.

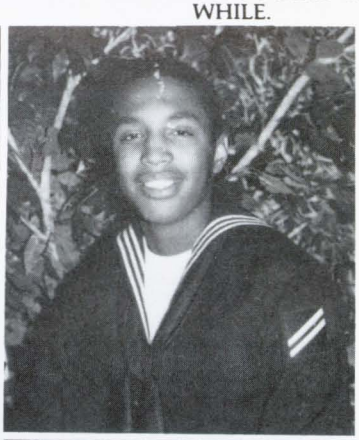
MANY OF US WILL CHOOSE TO FOLLOW THE SEA, AND THIS UNUSUAL EXISTENCE, THE MAJORITY OF OUR LIVES THROUGH. PERHAPS IT IS THE LIGHTER TIMES, SUCH AS THESE PICTURED - BINGO PRIZES AND EXOTIC PORTS THAT MAKE IT ALL WORTHWHILE.



EN2 RONALD L. BLEVENS, II



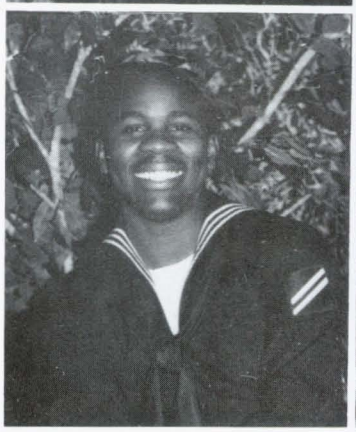
SM3 ERIC J. BOOTH



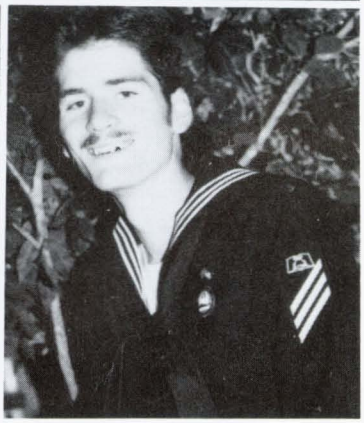
SN WILLIE D. BOYD



YN1(SW) RIK J. BRENDLE



ENFN CHARLES O. BRITTON

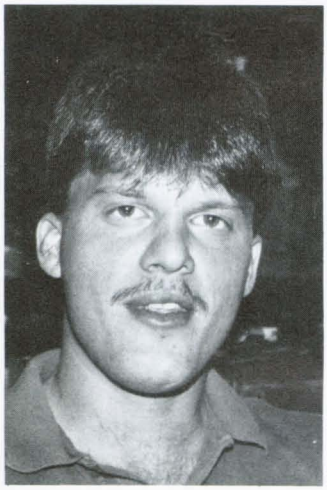


MSSN WARD C. BROM

LIFE IN CCS IS NOT ALWAYS EXCITING. PETTY OFFICER DEAN STANDS HIS WATCH THIS TIME WITH ALL THE VIGOR HE COULD MUSTER.



SN CURTIS "GUIDO" RORRO, ACKNOWLEDGED EXPERT ON CHINESE BEER. WHEN ASKED TO COMMENT HE COULDN'T.





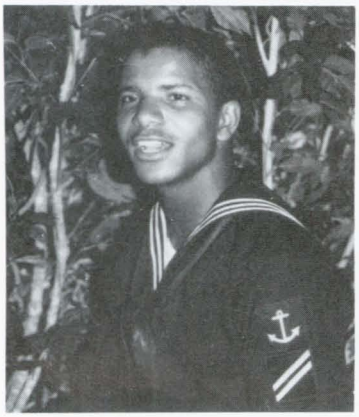
SN LANCE H. BROWN



GSM2 RANDY L. BRUNING



BM3 RANDY S. BUSH



SN PATRICK J. CALDWELL



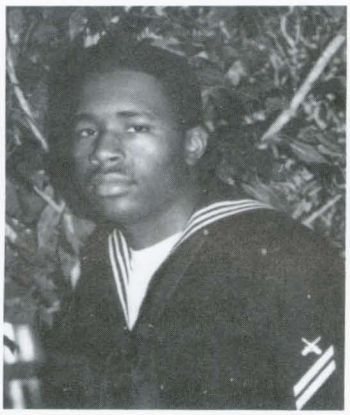
GSM1 VICTORIO J. CARLOS



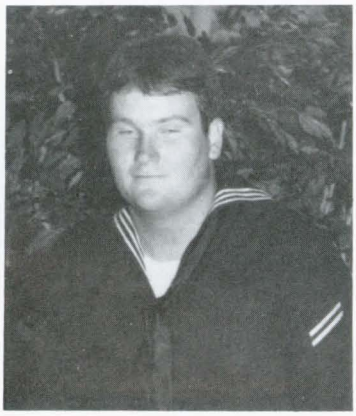
FC3 PETER T. CARTER



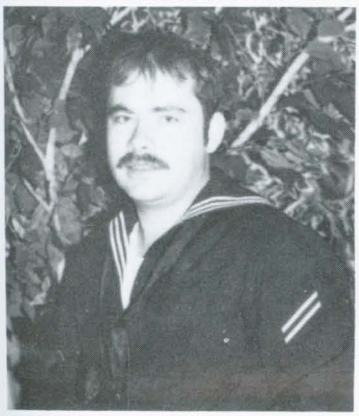
SK3 SHELDON B. CARTER
"SARGE"



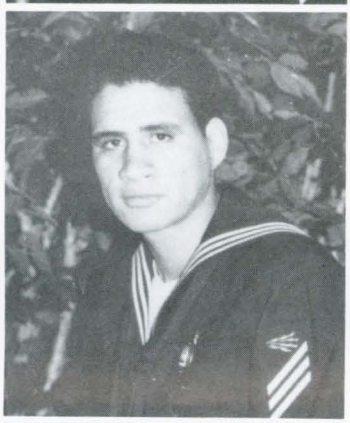
GMGSN GEORGE L. CONLEY, JR.
"BABY GUNNER"



SN JAMES E. COPE



SN DAVID L. COPELAND
"COPIE"



RMSN MIGUEL A. CORRAL



RM2 THOMAS E. CROUSE



FC2 KEVIN J. CUMMINS



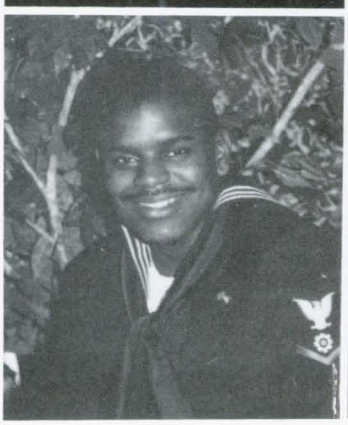
ET2 JAMES B. CUNNINGHAM, III



OS2 JAMES M. DAVIS



GSE2 JEFF C. DEAN



EN3 CAMERON X. DeCREE
"CAM"



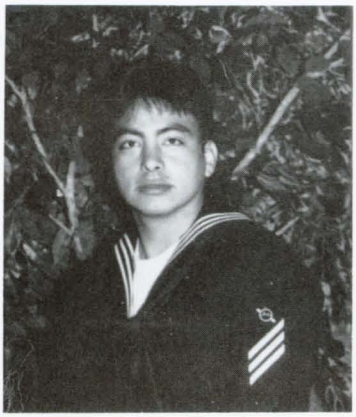
DS2 JAMES DEHELIAN

MM3 HENRY S. DELACRUZ

OSSN JAVIER DeLEON
"PONCE"

FC2 FERNANDO O.
DETRINIDAD
"PACO"







OS1 DAVID W. DEVEREAUX

EN2 ROBERT J. DION

RM3 TONY L. DONOHO





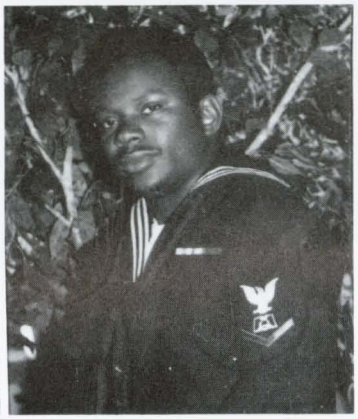


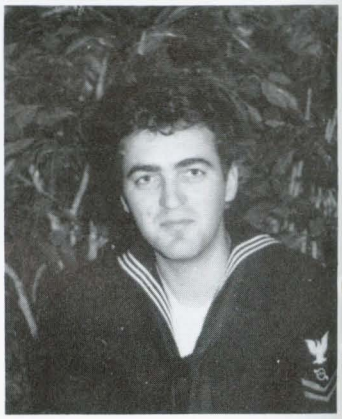
QM2 RICHARD D. DUNWELL
"RD"

MS3 JESSIE EDWARDS
"POOH BEAR"

OS2 EARL F. EMERY
"THE PEARL"







AW2 MARK A. EMMONS
"HONEST"

EW3 DALE M. ENRIQUEZ
"COOL BREEZE"

HT1 MYRON A. EPPS











SPEEDY AND DAGGER.

THERE IS SOMETHING TO BE SAID FOR THE RELATIONSHIPS FORMED AMONG MEN AT SEA. ONLY WE WHO PLY THE WATERS OF THE WORLD BOUND IN CLOSE QUARTERS BY STEEL SHIPS CAN KNOW THE DEPTH OF FRIENDSHIP AND LIFE LONG LOYALTIES FORGED AND TEMPERED HERE.







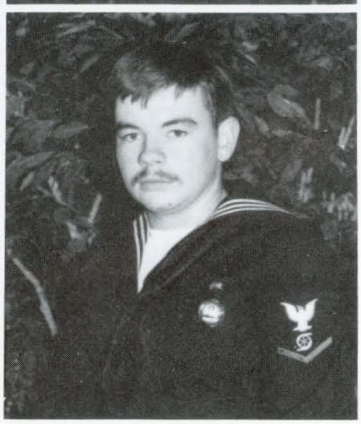
MR1 AGAPITO O. FLORENDO "FLO"

EN2 WAYNE E. FOX "HOMER"

GSE3 DENNIS E. FREY



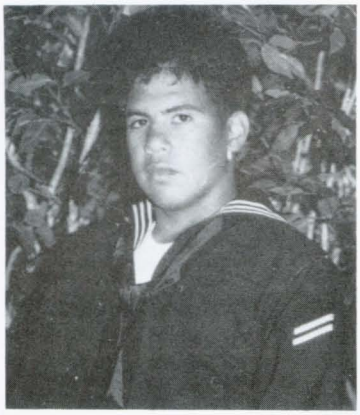




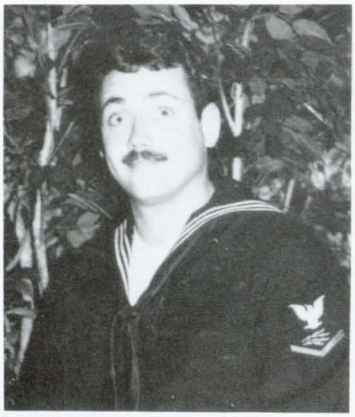
SM3 PAUL R. FECTEAU

PN1 STEVE W. FEEZOR

ENFN JASON C. FISHER



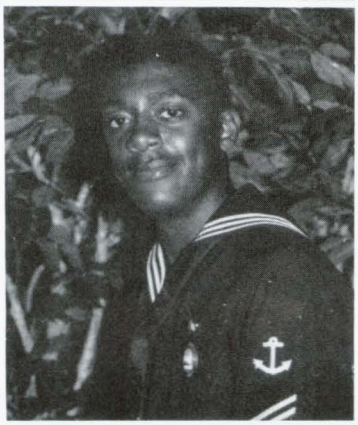
SN JOHN W. FREY, III



RM3 TERRY R. FRIESZ



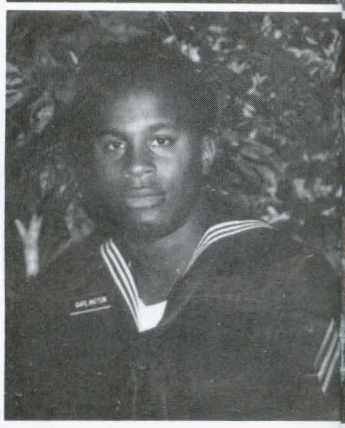
SN PATRICK D. FULTON



SN JOHN R. GANT



YN1 SAL B. GARCIA "BALUTE"



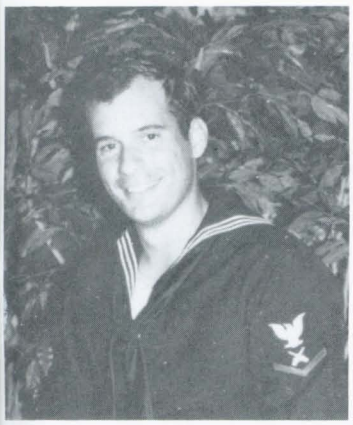
ICFN BRIAN K. GARLINGTON



TM1 "BONE" REDING LENDS A HELPING HAND DURING A MAGIC SHOW PERFORMED AT THE PEOPLE'S NUMBER ONE AUDITORIUM IN QINGDAO. THIS WAS JUST ONE OF MANY EVENTS SPONSORED BY OUR CHINESE HOSTS DURING OUR HISTORIC VISIT TO THE PEOPLE'S REPUBLIC OF CHINA.



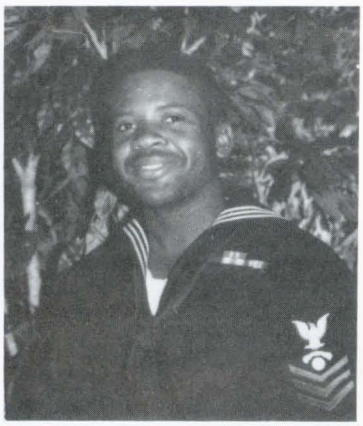
AW2 BRIAN NEILAN STANDS TALL AS HE REVEALS NUMEROUS SECRETS TO THE COMMUNIST CHINESE IN QINGDAO, PEOPLE'S REPUBLIC OF CHINA.



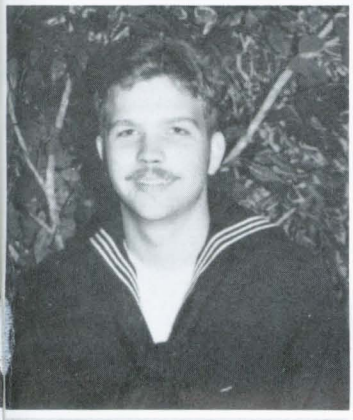
GMMSN BLAKE A. GERGEN



RM3 ROSS P. GRECO



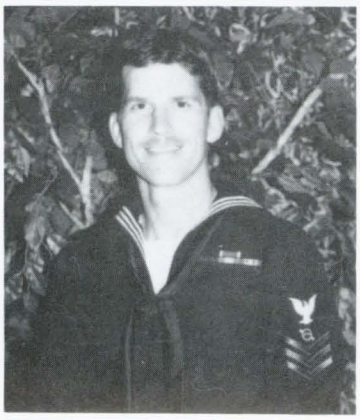
IC1 TERRY GRESHAM



FN TIMOTHY M. GRIBBON



STG3 MARK S. GRISHAM "NIEMAN"



OS1 TIMOTHY L. GRISSO



STG2 ALBERT GUERRERO "SPEEDY"



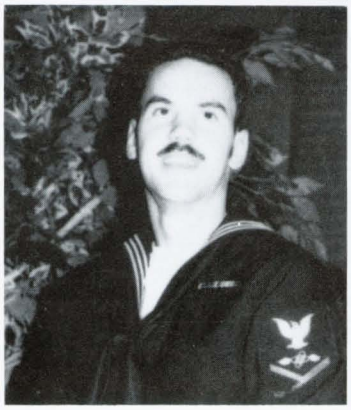
SN JOHN W. HACKNEY



EW1 ERIC A. HANSEN "BUFF"



SH2 ROBERT M. HARKNESS



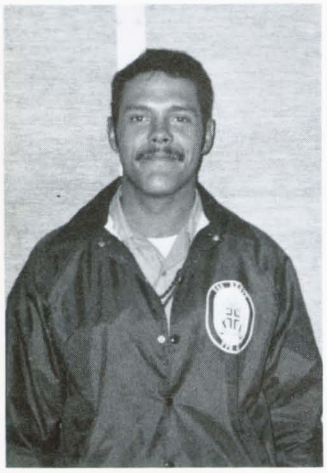
AT3 KENNETH R. HEEBNER

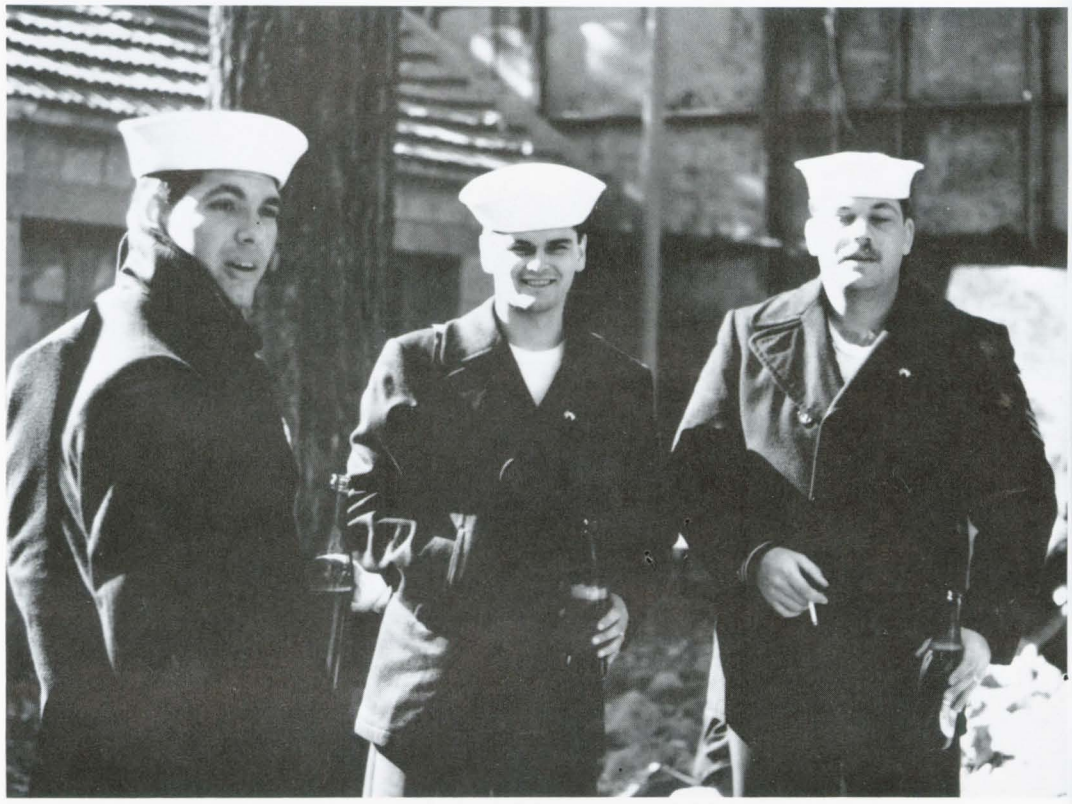


EM2 FILMORE D. HENNIS "BUBBA"

BM2 FREDDIE W. HOBGOOD, NO COST TEMDU STOWAWAY FROM PCU RODNEY M. DAVIS (FFG (FFG 60).

NOT THE LEAST AMONG CHINA'S WONDERS WAS QINGDAO BEER. THE BREWERY AND ITS PRODUCT WAS THE HIGHLIGHT OF THE TRIP FOR SOME, HERE SAMPLED BY BUFF, MENDEZ AND SINNARD.

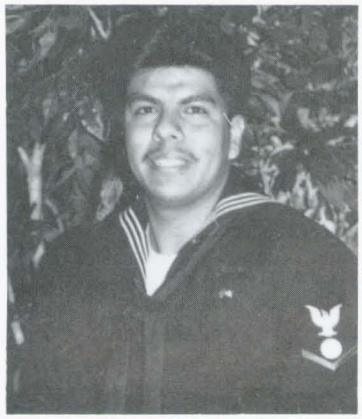




EM3 GABRIEL G. HERNANDEZ "GABE"

FC2 CHRIS L. HEVNER

OSSN BRENTLEY W. HIGGINS "WEST"





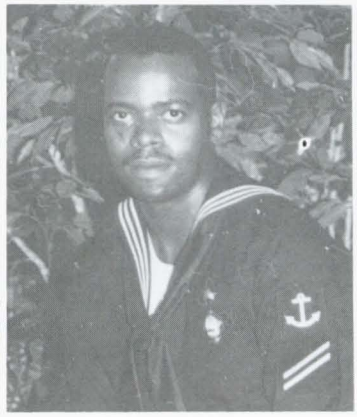


SN STANLEY M. HOLLIDAY

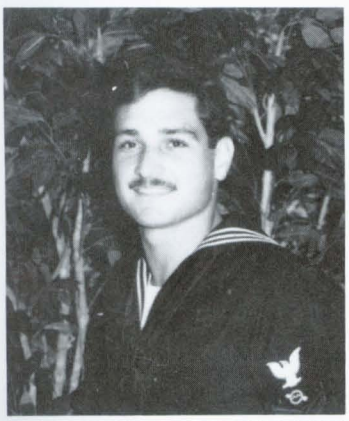
SN RUSSELL E. HOLTON

HTFN MICHAEL P. HORTON "NUBBER"









OS2 KENAN D. JARRETT



AX1 JAMES C. JOHNSON



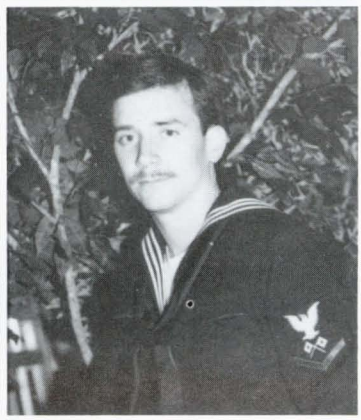
EM1 EDDIE R. JORDAN
"PAPPY"



HTFN SCOTT A. JUMP



EN1 PAUL F. KARPOVICH



SM3 MICHAEL J. KELLY



GSM2(SW) STEVEN J.
KOLANOWSKI
"SKI"



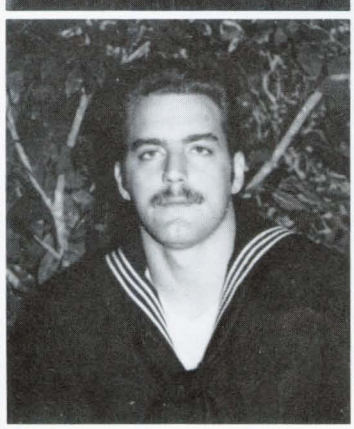
OS2 KEN S. KUMMEROW
"KU"



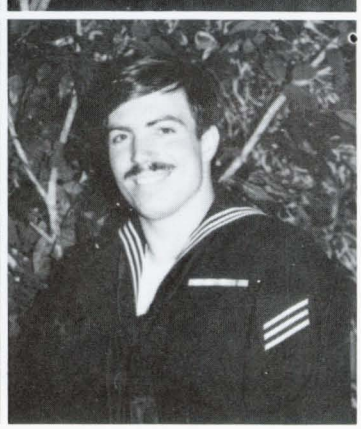
SH3 MICHAEL W. LARKEY



FC2(SW) SCOTT R. LEE
"SCOOTER"



ENFN ROB J. LEICHER



PCSN JAMES E. LENTZ

RM2 BRUCE R. LEWIS
"LOUIE"

QM2 RANDY F. LEYBA

SN GERALD LOPEZ







AEAN LEO J. LOVE

MS2 CRAIG M. MANCHESTER
"MANCHIE"

HT3 WAYNE R. MANTOOTH









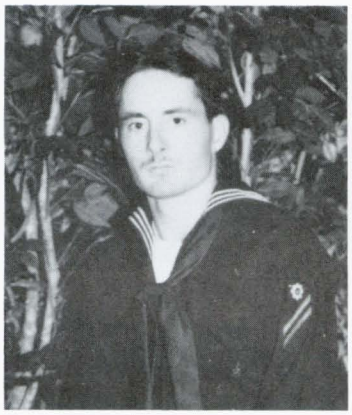
CREW COMPLEX THREE BOASTS THE UTMOST IN SLEEPING COMFORT. HERE FIREMAN MARSHALL MODELS HIS SPACIOUS SLEEPING QUARTERS AND SPORTS THAT "I'M READY FOR THE MIDWATCH" LOOK.



THESE RENTZ CREWMEMBERS MODEL THEIR "PEOPLE'S COATS" WITH PRIDE. LT GALE, OSCS DOLAN, GSM2 BRUNING, HT3 ALLEN, ET3 STETTER, STG2 STEIN, AND QM2 MUNS REPRESENTED THE BATTLE FRIGATE IN BEIJING ON WHAT WAS TRULY THE TRIP OF A LIFETIME. "GULAG IGNO!"



DS2(SW) KENNETH E. MAR
"SKID"



ENFN CHARLES W. MARSH



RM3 ALBERT L. McCLURE
"MICKY"



OSSN GEOFFREY L. McELRO
"BOP"



SN MARTIN S. MENDEZ
"MARTY"



QM2 RALEIGH C. MUNS
"CLAY"



HTFN RICHARD A. MOCK
"SPARKY"



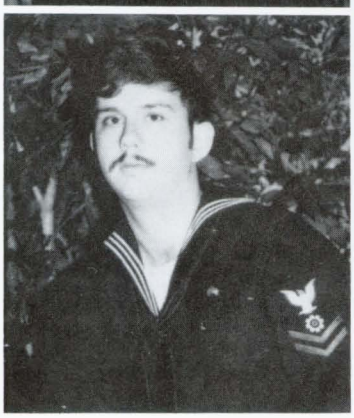
FC2 BRYON D. MOORE



HN DANIEL D. MORIN
"BABY DOC"



AW2 BRIAN C. NEILAN



EN2 HARRY R. NICHOLS
"NICK-NICK"



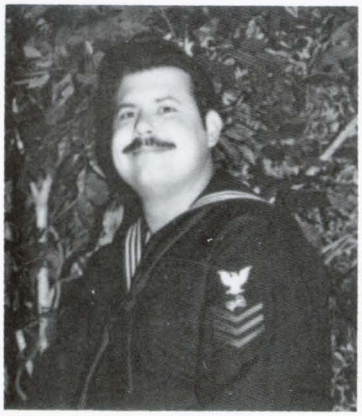
ET2 FRED S. NUTTER

GMG2 KENNETH R. O'CONNELL

DK1 CHRIS D. OLIVAREZ

QM2 DAVID W. OLSON



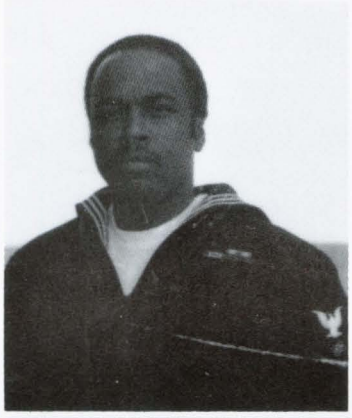




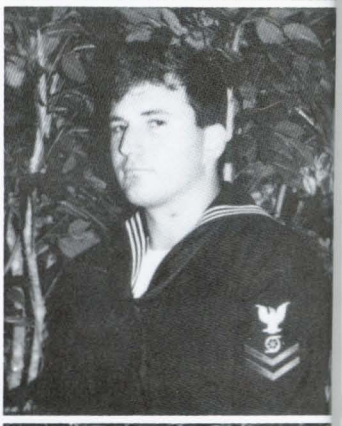
ET3 TOM OUTING, JR.

SK1(SW) ROBERT N. PALANGE

GSE2 RICHARD D. PARISER



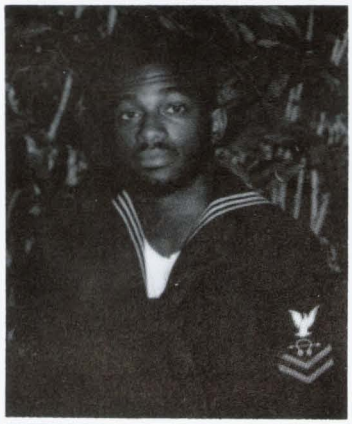




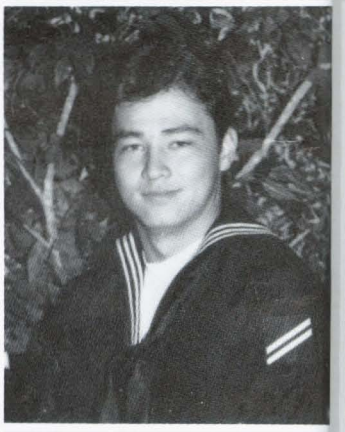
STG2 STEVEN B. PATRICK

HT3 MIKE K. PEHOSKI "PEEHO"

SN MICHAEL L. PIERCE



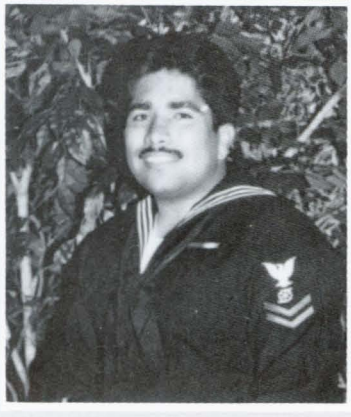


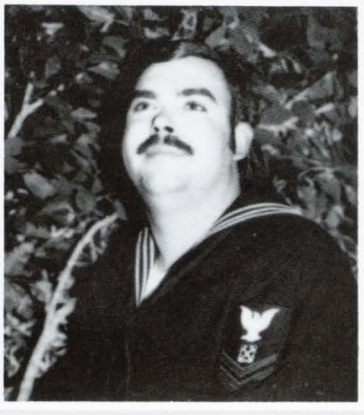


GSE2 CARLOS M. RAMIREZ

BM2 WAYNE M. REDDIG

TM1 TIMOTHY E. REDING "BONE"











FACES TO REMEMBER.

THE DOCTOR IS IN!
(STG1 CRAIG A. REISS, M. D.)
DOC'S SECRET RECIPE $49.99
TONSILECTOMY $19.95
PINK-EYE DROPS $9.99
RAINCOATS $1.99
BLOODY MARY $3.99
HOMESICK REMEDY $499.99
ASPIRIN $.05 EACH
MONKEY MEAT - FREE



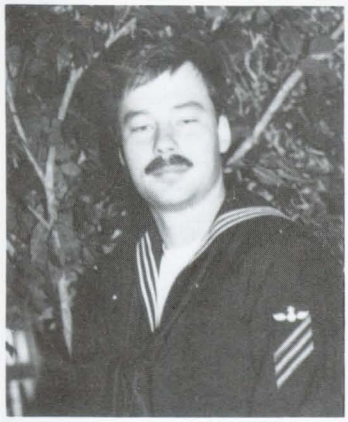




GSM3 DAVID J. REILLY

STG1 CRAIG A. REISS
"THE DOCTOR"

SH1 DAVID P. REYES







ADAN ALAN L. REYNOLDS

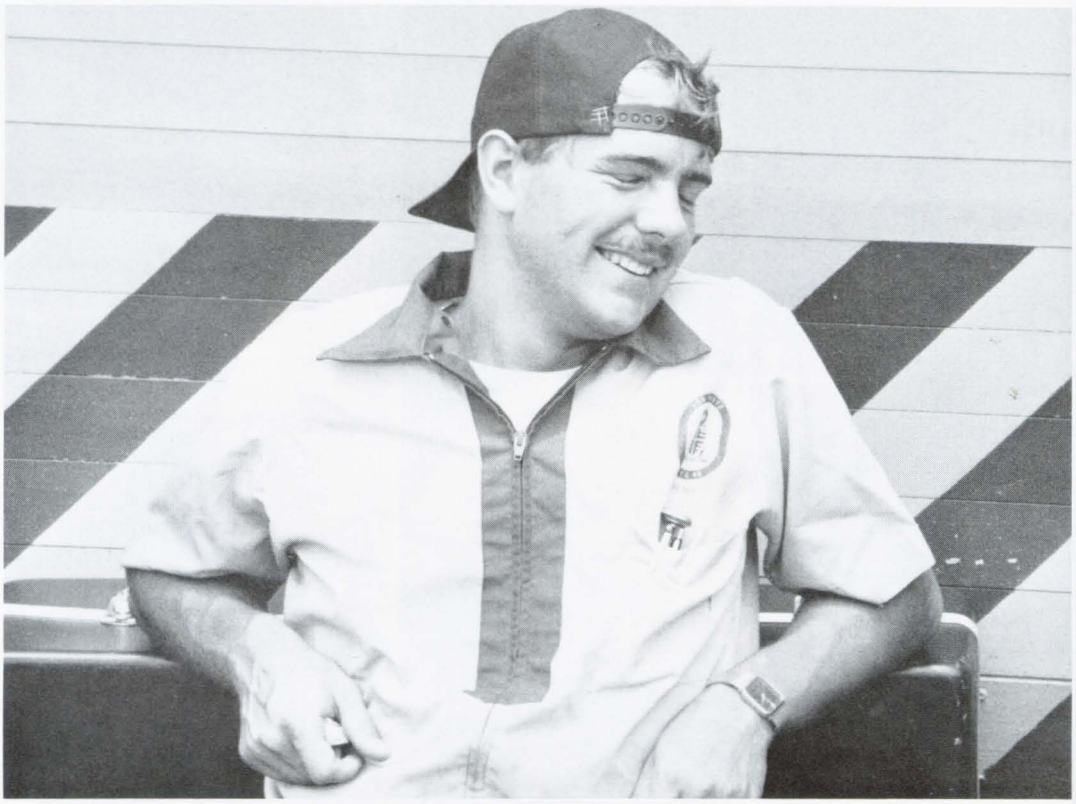
ET2(SW) SAMUEL T. RIEBEL

RM3 JIM H. RIES, JR.

FC1(SW) MIKE RODRIQUEZ. WAS IT CLAIMED ON HIS CUSTOMS FORM?

MSSN "MAU" SCHOLZEN SPORTS THAT "SERVICE WITH A SMILE" GRIN. HE KNOWS WHAT'S ON THE RECIPE CARDS THAT ONLY S-2 DIVISION SEES. "I HATE IT WHEN THAT HAPPENS."





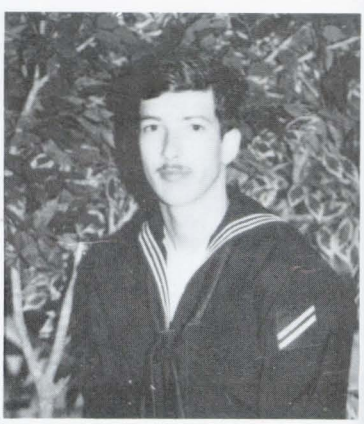
GSM2 EUSTAQUIO RIVERA, JR. "JUNO"



STG2 LON S. ROBBINS



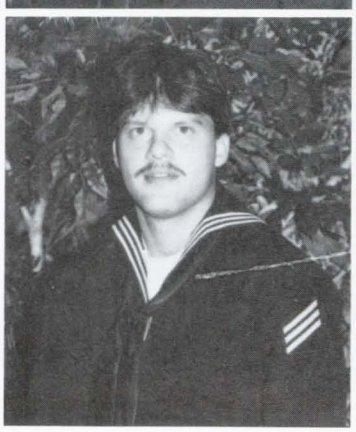
SN JERRY E. ROBERTS, JR.



FC1(SW) MICHAEL D. RODRIQUEZ "MIKE"



SN CURTIS RORRO



OS2 EDWARD D. SAM





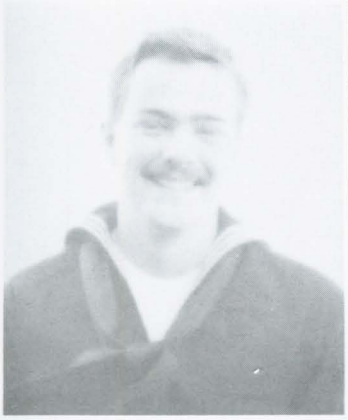


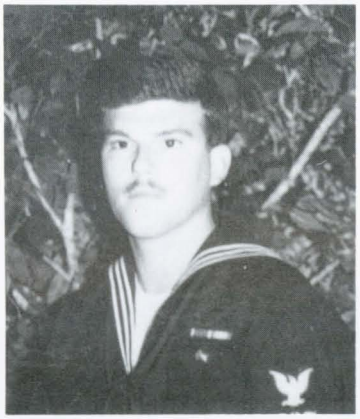


EN3 LAWRENCE A. SANCHEZ
"Q'VO"

SK1 FRANK Q. SANTIAGO

AMS2 EDWARD T. SAWA







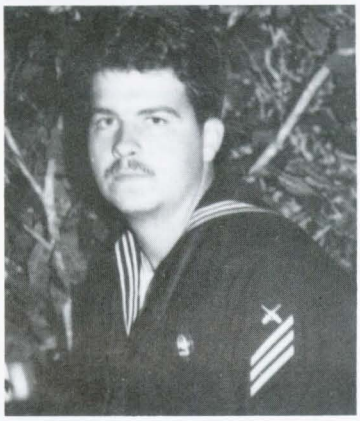
MSSN HOWARD J. SCHOLZEN
"MAU"

AMH3 KURT W. SCHWEIGER

EW3 WILLIAM T. SHUMAKER
"SHU"



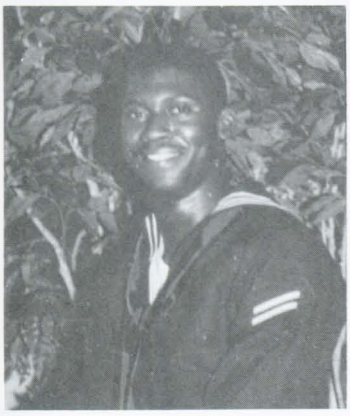




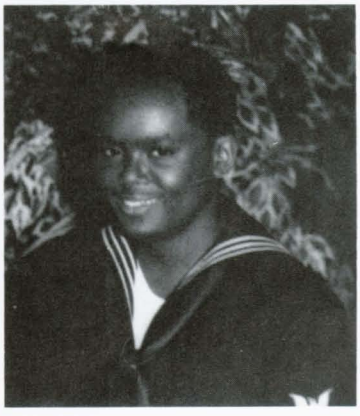
GMG1 WILLIAM C. SISSON
"DA GUN"

ET3 JAIMY N. SPAVEN

GMMSN ROBERT E. STALLINGS, JR.
"BEAR"







SN VICTOR B. STEADMAN
"SPANKY"

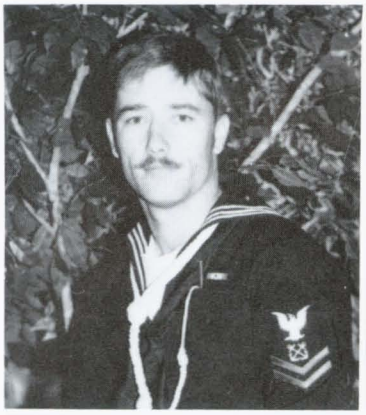
STG2 ADAM C. STEIN

SK3 JERRY L. STEPHENS, JR.
"CRASH"

BM2 VON C. STEPHENS

ET3 JOHN D. STETTER

RM1(SW) DAVID R. STEWART





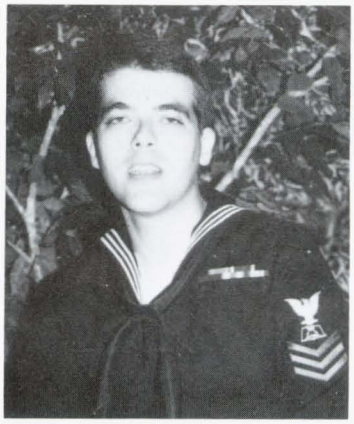


MS3 STUART B. STEWART

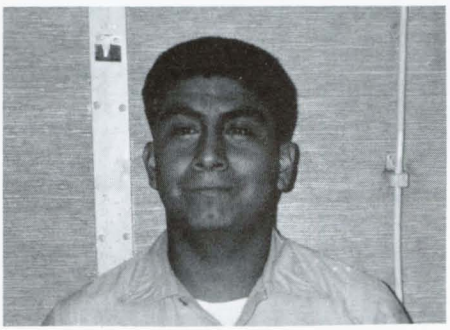
MS1 ROBERT L. STRUCKMAN

SN MARK A. TRUJILLO





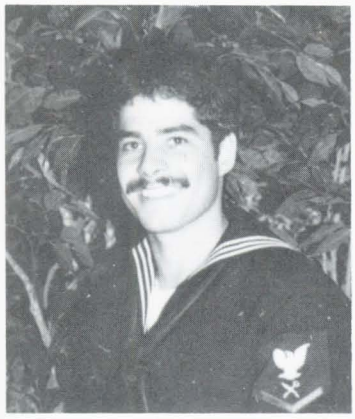


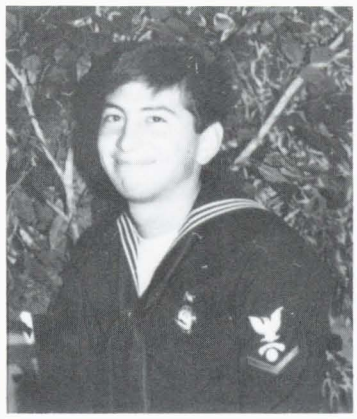


OS3 RAY VEGA WORE HIS CROW AND RATING PROUDLY. IT WAS A LONG ROAD FOR HIM FROM THE DECK DIVISION TO THOSE DARK CONFINES OF COMBAT. NOT ONLY DID THE NATURE OF HIS JOB CHANGE, HE WAS MOST ASTOUNDED WITH HIS NEW LIBERTY.

ET3 STETTER AND FC2 MOORE CAPTURED MANY OF CHINA'S SIGHTS WITH THEIR CAMERAS. MANY OF THE PHOTOS IN THIS BOOK CAN BE ATTRIBUTED TO THEIR DILIGENCE AND EFFORTS NOT ONLY IN CHINA BUT THROUGHOUT THE CRUISE.





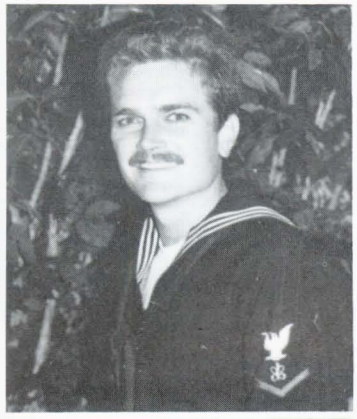




SH2 DERRICK D. VEZINA

IC3 TIMOTHY R. VILLA

SM2 SCOTT W. vonBERNER







EW3 MORRIS A. WATSON
"AL"

SN MICHAEL E. WELCH

FC2 KEVIN C. WILDHAGEN
"WILD CHILD"



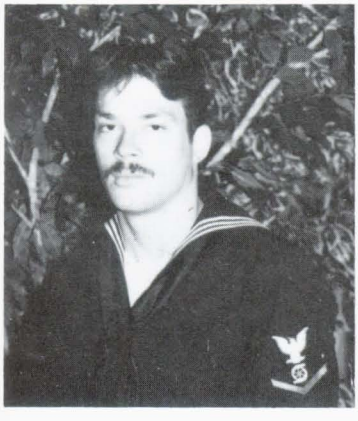




GSM2 MERLE G. WILLARD

EN1 EDDIE W. WILLIAMS

RM2 JOHN D. WISNER







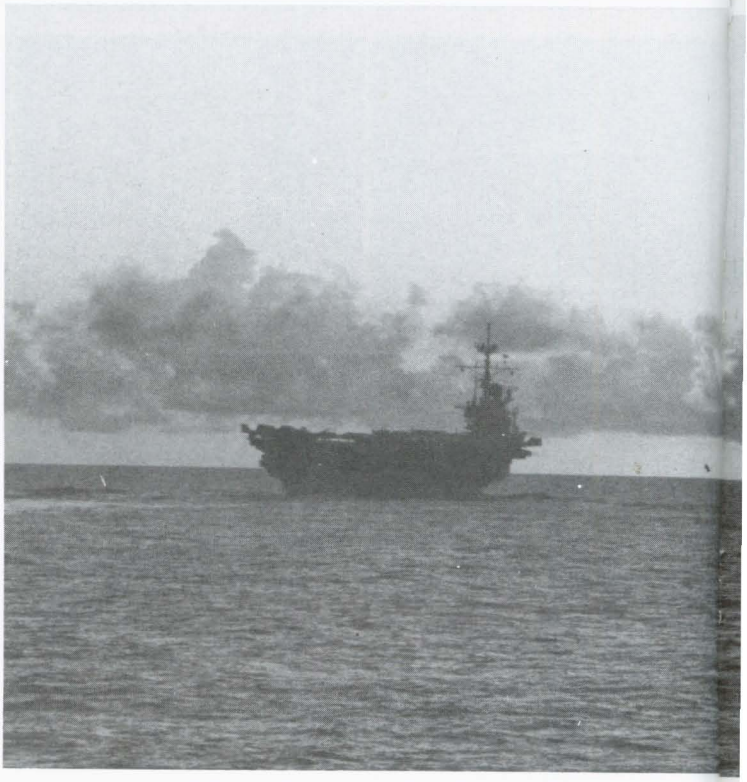
GSM3 DOUGLAS J. WRIGHT
"DJ"

GSE1 ROLANDO R. YCO

OSSN MATTHEW T.
ZIMMERMAN
"ZIGGY"

THE SEA . . .



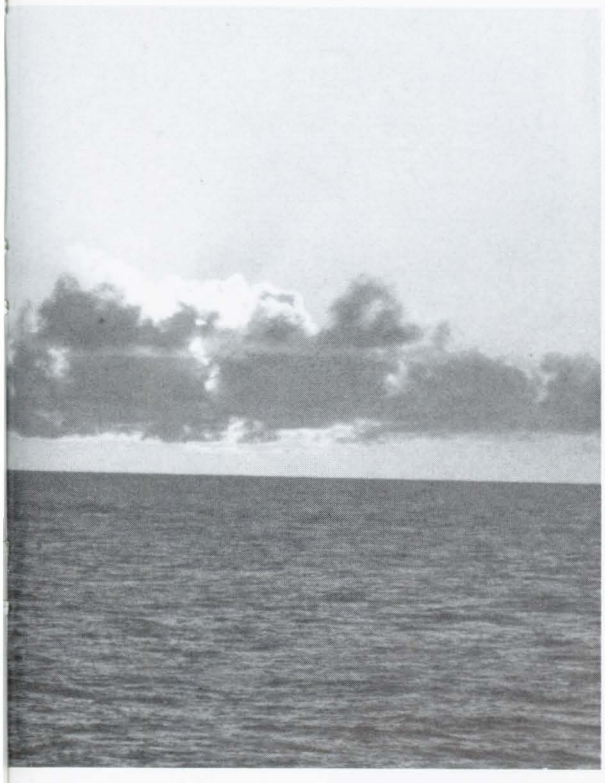




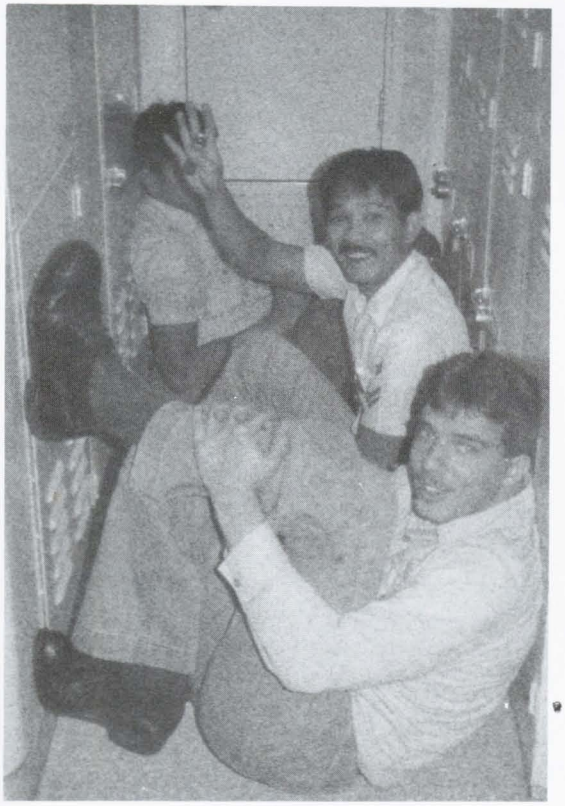


WE SET SAIL FROM SAN DIEGO ON THE 28TH OF AUGUST 1986 WITH EVERY INTENTION OF RETURNING FIFTY-THREE DAYS LATER, WITH ONLY TWO PORT VISITS, THE FIRST IN PUSAN, KOREA AND THE SECOND IN VANCOUVER, CANADA. WE WERE TASKED TO PARTICIPATE IN VARIOUS EXERCISES AND A SIGNIFICANT SHOW OF FORCE. THOUGH RUMORS ABOUNDED, MYTHS OF POSSIBLE EXTENSION WERE RECEIVED WITH RAISED EYEBROWS AND PUT ON THE BACK BURNER - NOT FORGOTTEN, BUT SET ASIDE IN FAVOR OF PLANS THAT SEEMED MORE LIKELY. AN UNANNOUNCED VISIT BY THE CHINESE DIGNITARIES IN MID-AUGUST PLAYED NO PART IN ANY OF THOSE RUMORS. BATTLEGROUP ECHO, LED BY USS RANGER (CV 61), WAS UNDERWAY ON "SURGE". A DEPLOYMENT THAT WAS FIRST DELAYED, THEN CANCELLED, AND FINALLY REINSTATED IN ITS MINI-FORM, IT WAS THE VISIBLE RESULT OF CHANGING POLITICAL PRIORITIES. OURS WAS A BATTLEGROUP IN WAITING, ON DECK, READY FOR ANY CONTINGENCY, BUT MOST IMPORTANTLY, CONSERVING FUEL AND MONEY AS A RESULT OF FEWER DAYS AT SEA.





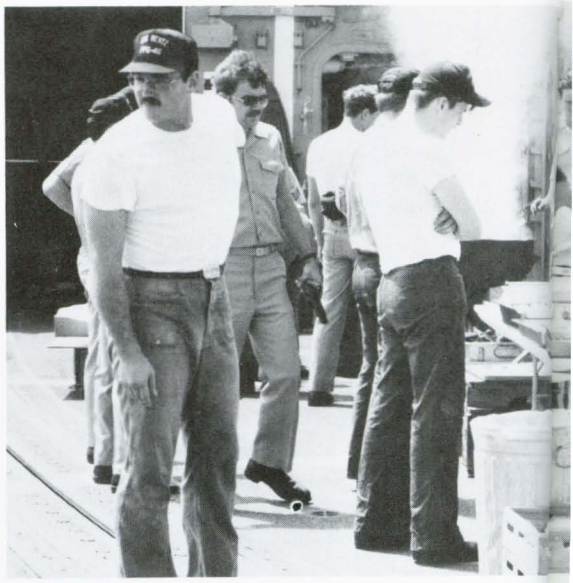
THIS "SHORTENED" SURGE DEPLOYMENT WAS RECEIVED WITH A MIXTURE OF EMOTIONS. THE MAJORITY OF THE CREW WERE PLANKOWNERS, MANY NEVER HAVING BEEN OVERSEAS AND NEARING THE END OF THEIR ENLISTMENTS, DISGRUNTLED AT HAVING "JOINED THE NAVY TO SEE THE WORLD" TO GET ONLY ONE OVERSEAS VISIT, AND NO SEA SERVICE DEPLOYMENT RIBBON. OTHERS WERE DELIGHTED AT THE LIMITED TIME REQUIRED AWAY FROM HOME. ALMOST TO A MAN HOWEVER, WE WERE EXCITED TO BE UNDERWAY FOR SOMEWHERE OTHER THAN THE SOUTHERN CALIFORNIA OPERATING AREAS, TO DO THE JOB WE HAD BEEN TRAINING SO HARD TO DO SINCE COMMISSIONING DAY BACK IN JUNE 1984.



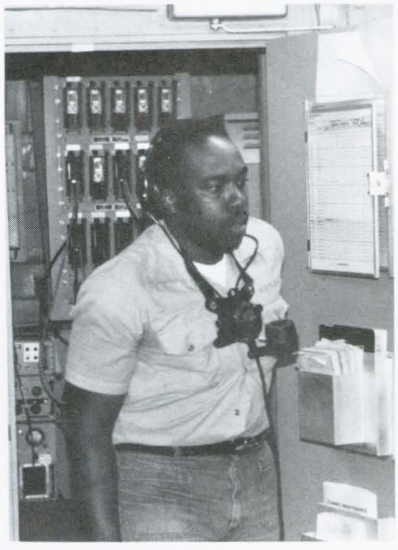


. . . AND OUR LIFE UPON IT







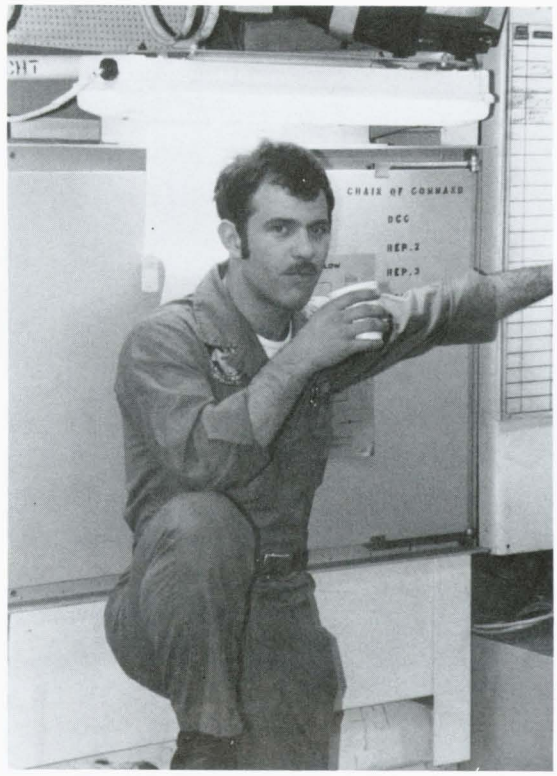




SURGE WITH COMMANDER, CARRIER GROUP ONE, REAR ADMIRAL MCGRAIL, WAS MUCH LIKE RIMPAC 86 - EMCON ALPHA (RADIO SILENCE), AT FULL SPEED, WITH CONSTANT FLIGHT OPERATIONS. FOR RENTZ THAT MEANT PLANE GUARD, 170 DEGREES RELATIVE TO THE CARRIER AT 2000 YARDS. BY THE TIME WE DETACHED NEARLY EVERYONE WHO WANTED TO TRY THEIR HAND AT THE CONN GOT THEIR CHANCE. EVEN SECOND CLASS PETTY OFFICERS HAD BECOME QUITE PROFICIENT AT HOLDING OUR SPOT IN RANGER'S WAKE. BECAUSE OUR DESTROYER SQUADRON COMMANDER WAS ALPHA SIERRA (THE ANTI-SURFACE WARFARE COMMANDER), OCEANLORD TWO FIVE WAS CONSTANTLY IN THE AIR FOR OVER-THE-HORIZON RECONNAISSANCE AND TARGETING. BOTH BLUE AND GOLD FLIGHT TEAMS BECAME QUITE FAMILIAR WITH THE EARLY MORNING DAWN PATROLS, DUSK PATROLS, AND FREQUENT SPONTANEOUS ASSIGNMENTS. LIFE QUICKLY SETTLED INTO THE ROUTINE (IF HECTIC) BUSINESS CHARACTERISTIC OF NAVY LIFE AT SEA WHEN WE RECEIVED OUR FIRST SCHEDULE CHANGE.



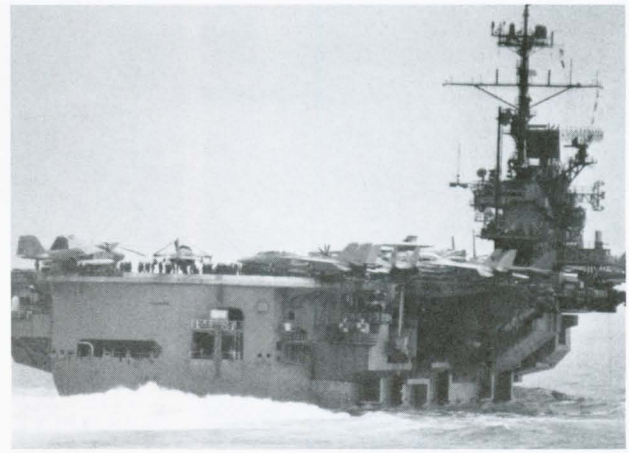






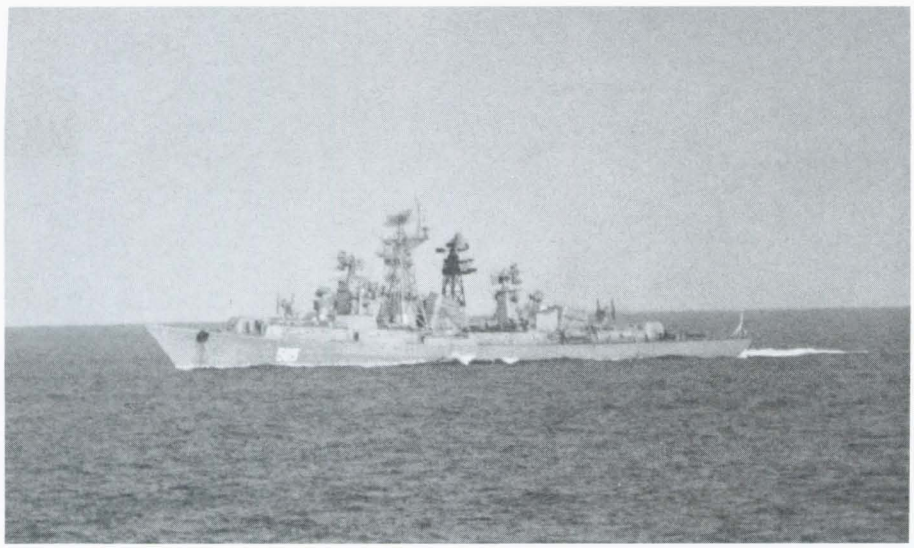


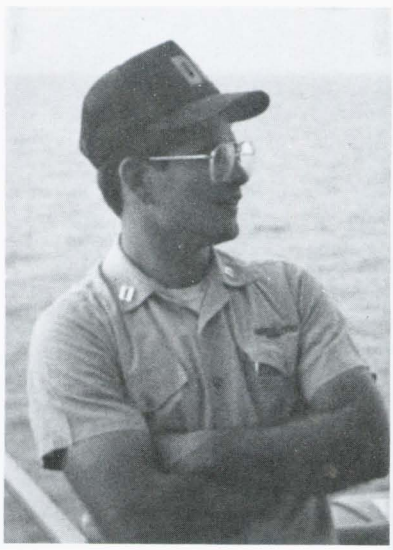




ONLY ONE WEEK OUT OF SAN DIEGO, WE RECEIVED THE FIRST WORD OF WHAT WAS A HISTORIC SCHEDULE CHANGE. EXCITEMENT ABOUNDED AS EVERYONE SORTED THROUGH THE PERSONAL ISSUES INVOLVED IN A TWO MONTH EXTENSION, ANTICIPATED THE PROSPECTS OF SEVERAL PORT VISITS, AND SPECULATED AT JUST WHAT THIS CONTINGENCY MISSION TASKING (CMT) WAS ALL ABOUT. WITH THE KNOWLEDGE OF LAST YEAR'S CANCELLED TRIP TO CHINA IN MIND AND ARCS OF TRAVEL TIME LAID OUT, OUR DESTINATION WAS NARROWED DOWN TO ONE OF CHINA'S MAJOR PORTS. SHANGHAI WAS THE UNOFFICIAL RUMOR AND IT SPREAD LIKE WILDFIRE THROUGHOUT THE CREW. OFFICIALLY HOWEVER, THE EMPHASIS WAS PLACED ON KEEPING A LID ON THE INFORMATION TO PREVENT LEAKS FROM SHIPBOARD PERSONNEL FROM CREATING ANY DIPLOMATIC PROBLEMS.

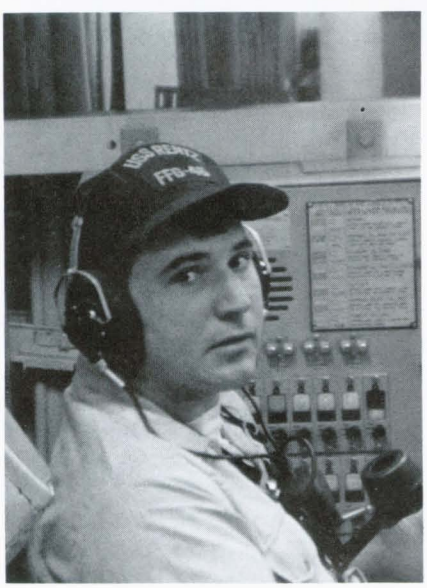
ALTHOUGH THE TONE OF THE CRUISE CHANGED - THE COMMANDING OFFICER BRAINSTORMED LISTS OF THINGS TO BE DONE AND THE EXECUTIVE OFFICER COMPUTERIZED A NEW PLAN OF ACTION AND MILESTONES - THERE WAS STILL THE JOB AT HAND, AND WE CONTINUED BATTLEGROUP OPERATIONS AND ESSENTIALLY WENT ABOUT CONDUCTING OUR UNDERCOVER TRANSIT TO THE SEA OF JAPAN. THIS JOB WAS DONE QUITE SUCCESSFULLY UP TO A DAYS SAIL OR SO FROM THE STRAITS OF TSUGARO (BETWEEN THE JAPANESE ISLANDS OF HONSHU AND HOKKAIDO) WHERE WE CAUGHT OUR FIRST COLLECTIVE GLIMPSE OF THE "RUSSKIES" PERFORMING AN OVERFLIGHT MISSION.



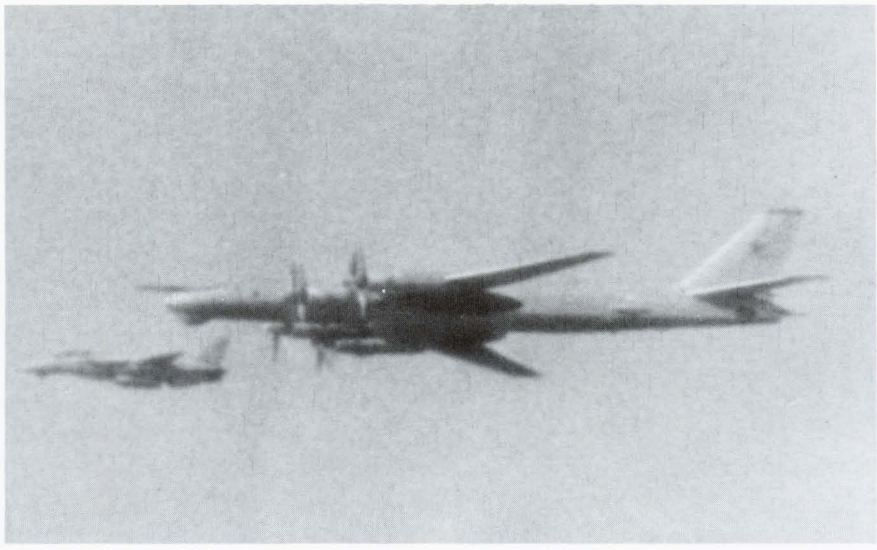




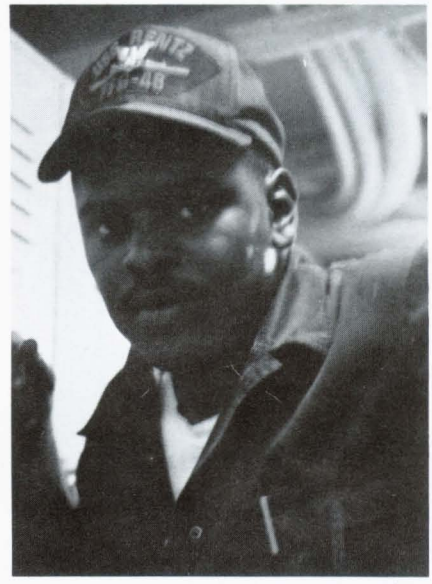




THE SOVIET OVERFLIGHT WAS AN EXCITING EVENT FOR MOST OF US. THE WORD WAS PASSED OVER THE GENERAL ANNOUNCING SYSTEM (1MC) AND MANY GATHERED TOPSIDE WITH THEIR CAMERAS TO CAPTURE THIS AUSPICIOUS OCCASION. FROM THAT POINT FORWARD THE EVENT WAS REPEATED TIME AND AGAIN UNTIL WE WERE WELL AWARE OF BEAR AND BADGER AIRCRAFT CIRCLING OUR FORMATION WITH WATCHFUL F-14'S ARMED AND READY LITTLE MORE THAN A WINGSPAN AWAY FROM THESE LARGE SOVIET AIRCRAFT. THEY SEEMED TO BE SHOWING MORE THAN THE NORMAL AMOUNT OF INTEREST IN US, AND WE OFTEN SPECULATED THE REASONS FOR THEIR CONCERN. PERHAPS OUR UNEXPECTED ARRIVAL SET THEM ON EDGE. MORE LIKELY HOWEVER, IT WAS THE COMBINED EFFECT OF THE USS CARL VINSON (CVN 70) BATTLEGROUP (NOW IN KOREA) FOLLOWED BY THIS MYSTERIOUS BATTLEGROUP, AND THEN THE USS NEW JERSEY (BB 62) BATTLEGROUP, ALL IN THE VICINITY OF THE SEA OF JAPAN AT THE SAME TIME. IT WAS AN IMPRESSIVE SHOW OF FORCE QUITE WORTHY OF THE SOVIET RESPONSE, WHICH GREW TO INCLUDE CLOSE CONTACT WITH A KASHIN DESTROYER AND VARIOUS AGI'S (INTELLIGENCE COLLECTING SHIPS) IN ADDITION TO THE REGULAR OVERFLIGHTS.



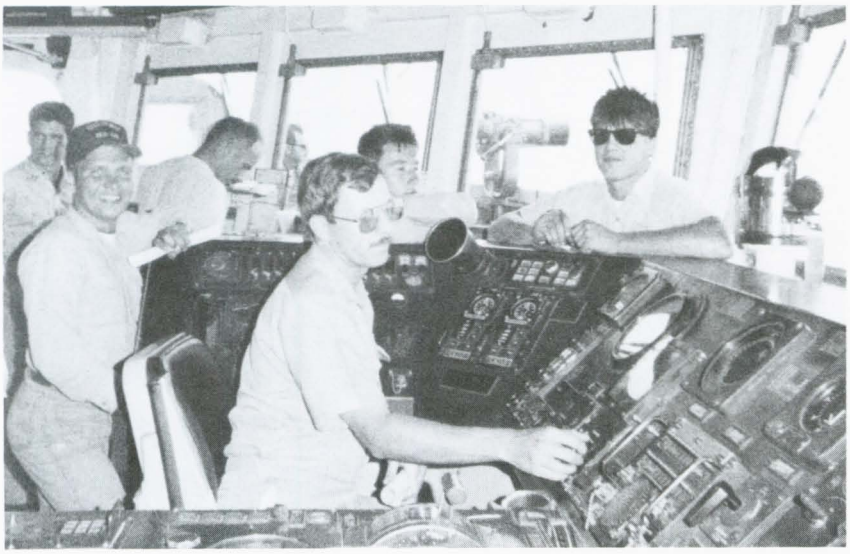


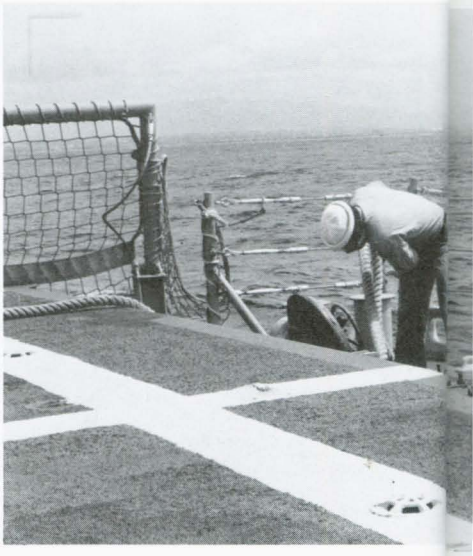






OUR INVOLVEMENT IN THE SEA OF JAPAN BEGAN WITH AN INITIAL ''ZORCH'' THROUGH THE TSUGARU STRAITS: (A "ZORCH", AS DESCRIBED BY REAR ADMIRAL MCGRAIL, IS A VERY HIGH SPEED TRANSIT THROUGH A CONFINED AREA), AND CONTINUED IN THE SAME MANNER AS MORE THAN A FEW TIMES WE WERE CALLED ON TO "TURN ON THE GAS" AND RACE WITH RANGER AS THEIR ONLY ESCORT - LEAVING ALL OTHER SHIPS IN OUR WAKE. OUR ENGINEERS WERE JUSTIFIABLY PROUD AS WE REPEATEDLY MAINTAINED SPEEDS OF WHICH OTHER BATTLEGROUP SHIPS WERE INCAPABLE. IT WAS AN EXCITING TIME OPERATIONALLY AS WELL, WITH MANY SHIPS, NEW TACTICS, AND REAL SOVIETS TO KEEP US ALERT. IT ENDED ALL TOO QUICKLY BUT HAPPILY STILL, SINCE WE WERE MORE THAN READY FOR OUR FIRST TRULY FOREIGN PORT VISIT.





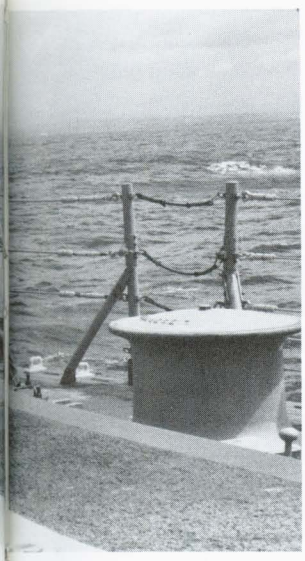




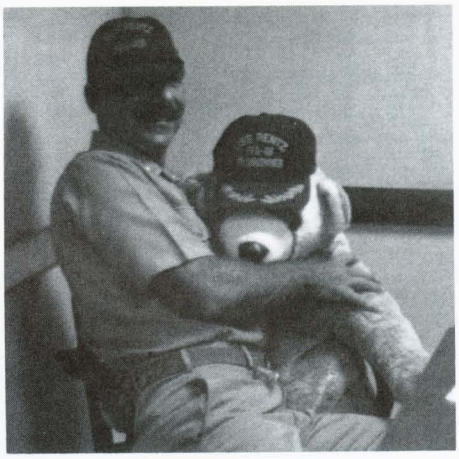












CAPTAIN?

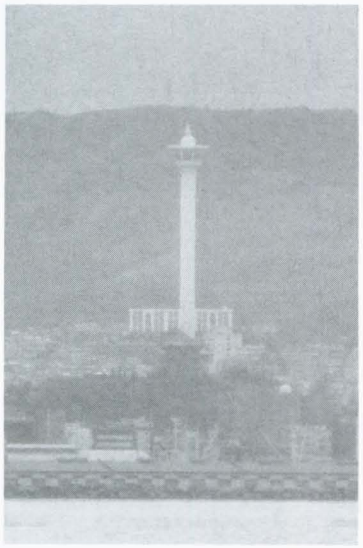








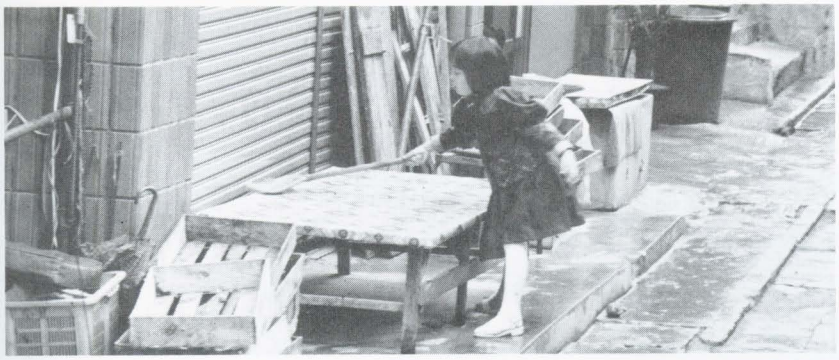
PUSAN







KOREA







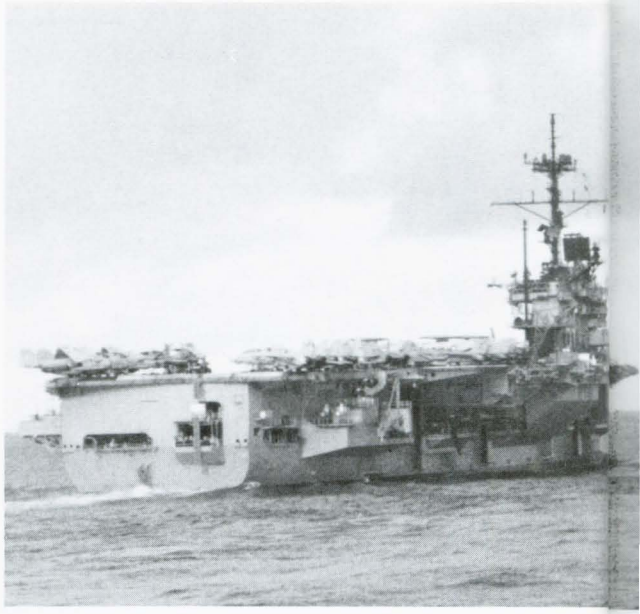




PUSAN, KOREA. THERE WE WERE MESMERIZED WITH DRAGONS, STRANGE SIGHTS AND FOOD THE LIKES OF WHICH WE HAD NEVER SMELLED OR TASTED, AND THE INTERNATIONAL MARKET. PUSAN WAS A SHOPPING SPREE WHERE EVEN THE MOST FRUGAL AMONG US MADE SOME SLIGHT SPLURGE. THOUSANDS OF PEOPLE, MOST OF WHOM WERE A FULL HEAD SHORTER THAN WE, SWARMED FROM BOOTH TO BOOTH ON NARROW STREETS AND CLOSELY INSPECTED THE MERCHANDISE FOR SALE. BARGAINING, SPENDING AND COMPARING-EXCITED AT GOOD PURCHASES AND DISAPPOINTED AT THE REVELATION SOME LOWER PRICE COULD HAVE BEEN OBTAINED ELSEWHERE, WE JOINED THE MASSES IN SEARCH OF NO PARTICULAR PRODUCT. HERE OUR SHIP SURELY GAINED AN INCH IN DISPLACEMENT AND HERE WE BECAME AT FIRST FAMILIAR WITH THE CAPRICES OF NATURE IN THE SEAS OF THE WESTERN PACIFIC DURING TYPHOON SEASON. DAILY WE WERE RECALLED TO THE SHIP UNDER THE THREAT OF A SHORT NOTICE UNDERWAY FOR STORM EVASION. JUST AS OFTEN THOUGH WE WERE AGAIN DISPERSED WITH A NEW REPORTING HOUR AS THE PROSPECTS FOR STORM WAXED AND WANED. IN THE END WE LEFT KOREA AT THE SCHEDULED TIME AND AFTER MUCH DELIBERATION ON A ROUTE THAT CLOSELY RESEMBLED THE PREVIOUSLY PLANNED TRACK TO TAKE PART IN ANNUALEX, A COMBINED UNITED STATES/JAPANESE EXERCISE.

THE OSCAR BROTHERS?



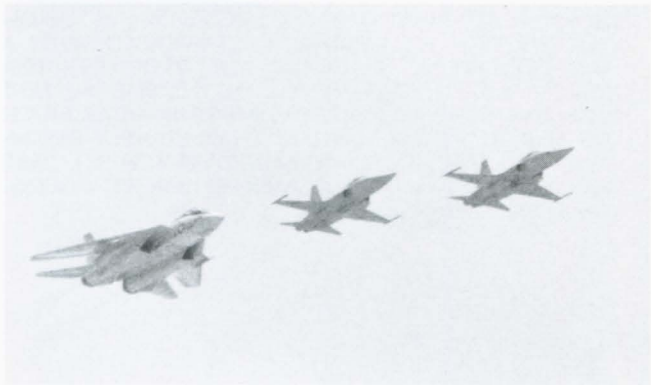


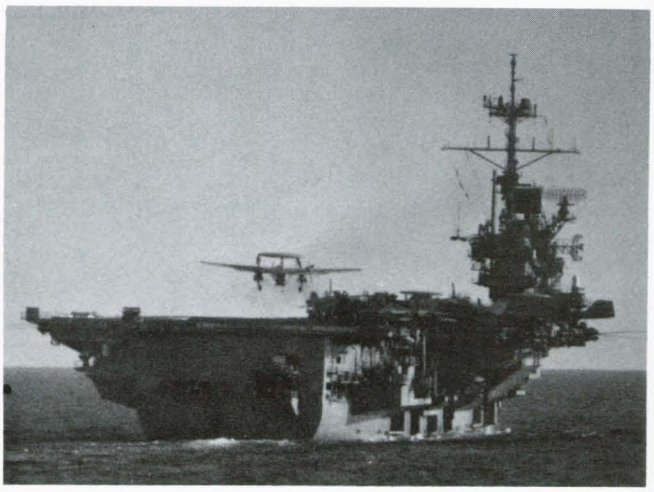
ANNUALEX '86





DATA COLLECTION



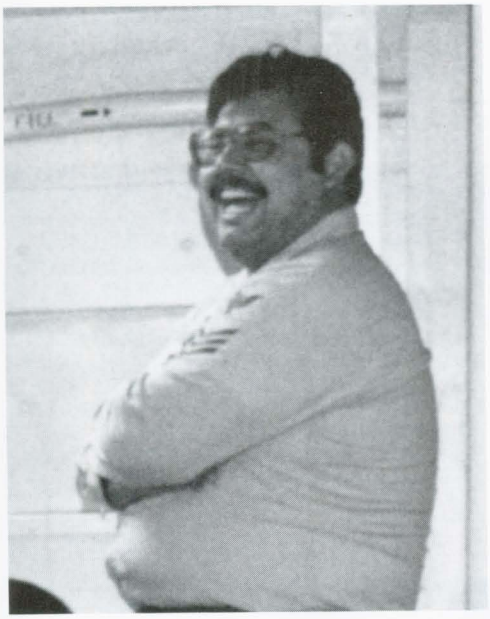






THE 'YUKI BROTHERS











WE WERE EXPOSED TO THE JAPANESE DURING RIMPAC 86 AND LOOKED FORWARD TO REJOINING THE KAZI, YUKI AND AMI BROTHERS-THE SHIPS WHOSE NAMES ALL ENDED IN THOSE LETTERS. IT WAS THEIR EXERCISE AND WAS MEMORABLE FOR THOSE WHO HAD THE OPPORTUNITY TO COMMUNICATE WITH THEM. NOW AND AGAIN A REFERENCE TO SOME PARTICULAR INCIDENT ON THE RADIO IN COMBAT STILL ELICITS A BURST OF LAUGHTER FROM ALL INVOLVED. AGAIN THE THREAT OF APPROACHING TYPHOONS MADE THE WEATHER CHART THE MOST CONSULTED PLOT. BUT AS BEFORE, OUR PLANS THOUGH MUCH REVIEWED, PROCEEDED AS SCHEDULED AND ON THE 30TH OF SEPTEMBER WE REVERSED OUR COURSE AND, WITH THE BERKELEY, STEAMED SOUTH TOWARD THE PHILIPPINE ISLANDS. OUR BATTLEGROUP BID US ADIEU AND HEADED FOR THE NORTHERN SEAS. FOR OUR PART, WE STOWED OUR LONG JOHNS UNTOUCHED AND MADE COURSE FOR THE TROPICAL ISLANDS WHERE WE WOULD PREPARE FOR STILL MORE EXCITING ADVENTURES.

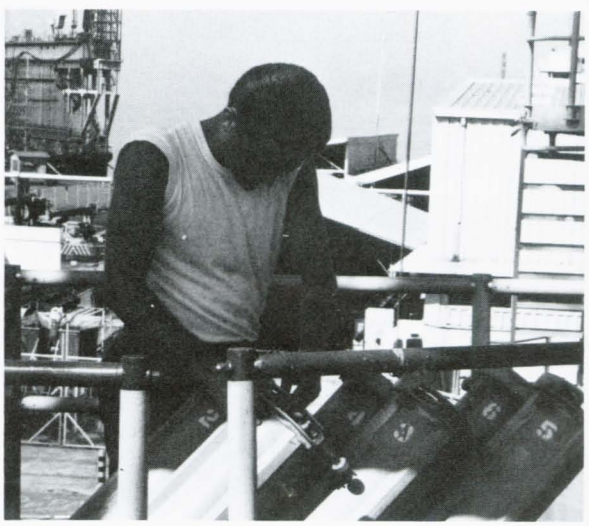
AT WORK IN SUBIC BAY





SUBIC BAY, REPUBLIC OF THE PHILIPPINES, IS A PORT UNLIKE ANY OTHER, WHERE MOST STORIES ARE BEST LEFT UNTOLD. FOR US HOWEVER IT WAS A WORKING PORT-SEVEN DAYS (AND NIGHTS) A WEEK. RENTZ WAS TO BE OUR NATION'S EMISSARY ON A HISTORIC MISSION AND IN OUR HEARTS THERE WOULD BE NO FINER. NO CHAIR WOULD BE UNCOVERED, NO SURFACE UNPAINTED, NO TILE UNWAXED, AND NO BIT OF BRASS WOULD BE LEFT UNPOLISHED. EVERY CONCEIVABLE PROJECT WAS ATTEMPTED AND NONE WERE REJECTED IF LABELED WITH THOSE MAGICAL WORDS "CMT CRITICAL". SHIP REPAIR FACILITY (SRF) SUBIC MADE AN ATTEMPT TO MANUFACTURE OR REPAIR SEEMINGLY EVERYTHING ONBOARD AND WENT STRAIGHT TO WORK ON ONE "SMALL" PROJECT OF THEIR OWN. HER MISSION, WHICH THEY HAD NO OPTION TO REFUSE, WAS TO CONSTRUCT A COLLOSSAL TENT TO BE ERECTED ON OUR FLIGHTDECK. THIS BLUE AND WHITE MONSTROSITY PROGRESSED BIT BY BIT AND BY THE SWEAT OF MANY A BROW UNTIL IT STOOD, IN ALL ITS GLORY, AS TALL AS OUR HELO TOWER AND THE FULL LENGTH OF THE FANTAIL. THIS "FLIGHTDECK AWNING" WAS ERECTED WITH THE HELP OF A SEVENTY-FIVE FOOT CRANE AND REQUIRED A FULL DAYS WORK. WE WERE TO REPLICATE THIS EVENT WITH SAILOR POWER AND INGENUITY ALONE WITH ONLY HALF THE TIME. CERTAIN THAT IT COULD BE DONE, WE PACKED IT AND SEVERAL NEWLY PURCHASED LADDERS INTO THE HELO HANGAR AND THOUGHT MOSTLY OF WHAT WAS TO COME.



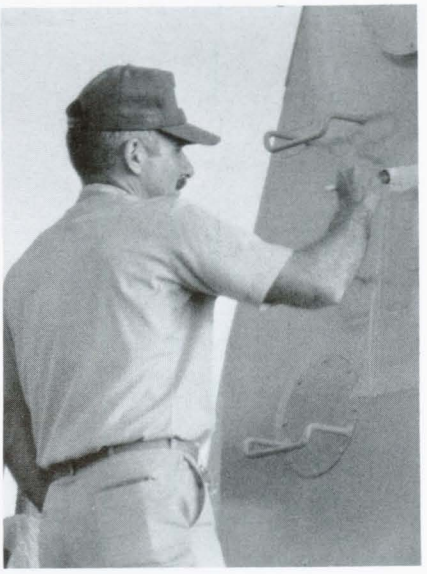




THE PI













"RAINCOATS ARE A MUST IN TROPICAL CLIMATES



BROWN FOX SUPER CLUB
No. 38 Magsaysay Drive,
Olongapo City

(WHERE THE ACTION IS)

WE ACCEPT PARTIES



PAGSANJAN FALLS R.P. RENTZ' CREW MEMBERS "ALL DRESSED UP WITH NO WHERE TO GO



. . . ON THE LIGHTER SIDE

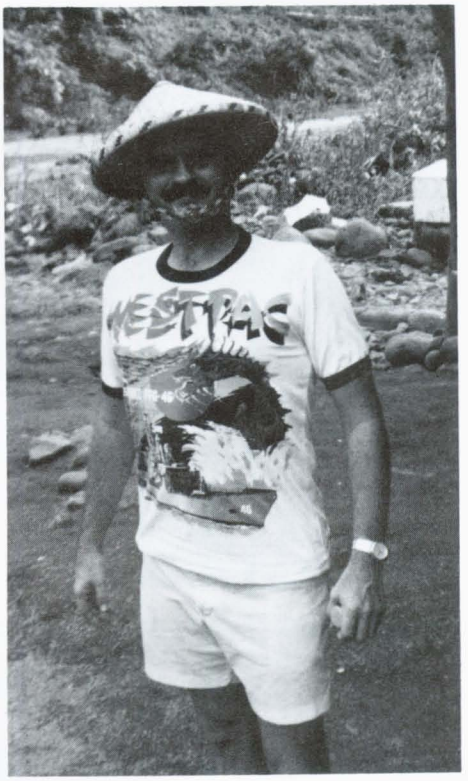




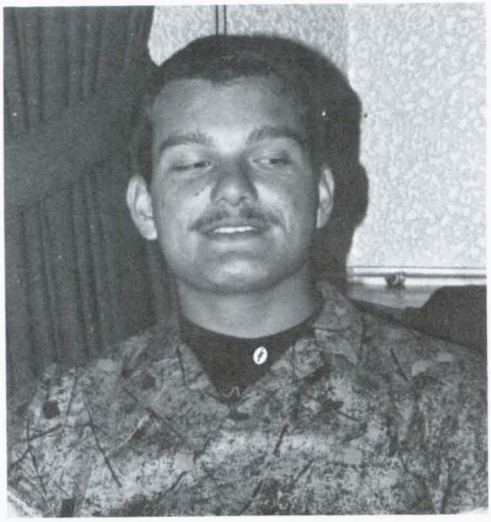


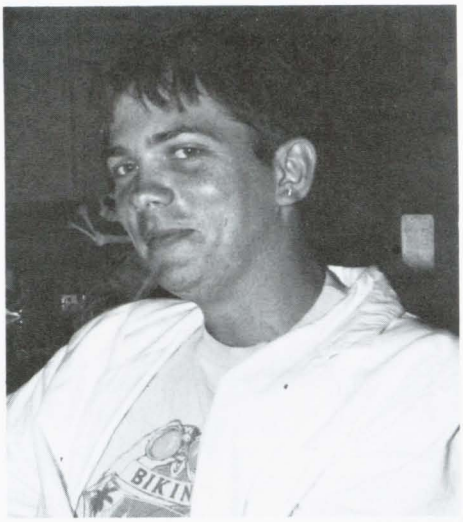
LT STRUBLE WITH WESTPAC HONEYCO





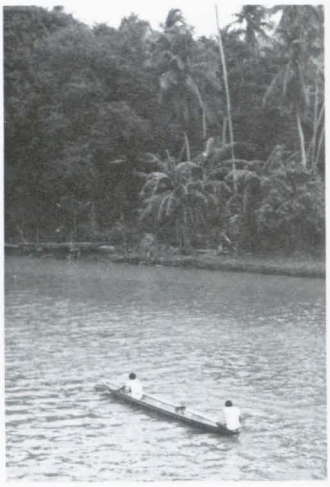
THE TYRANNICAL PIPSQUEAK . . . ON LOCATION, MAKING FASION STATEMENT





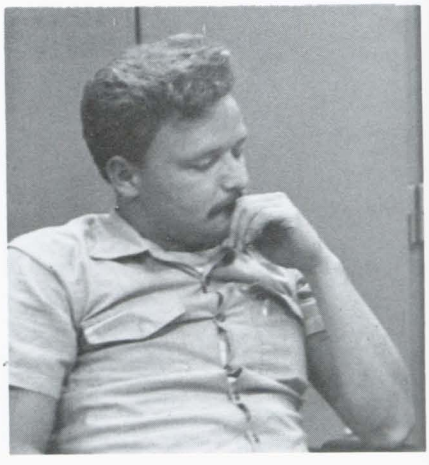




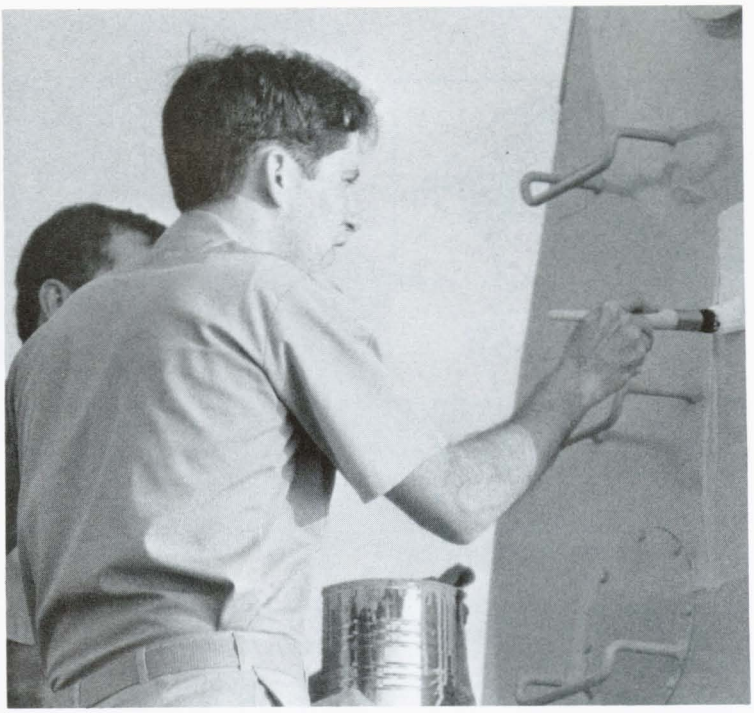


MODERN TRANSPORT

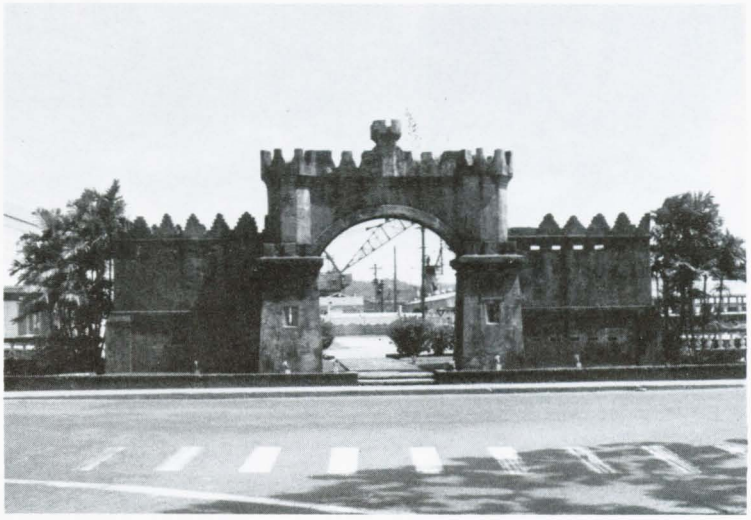












MODERN LAUNDRY?



HERE TOO, THE WEATHER HARASSED US AND ON THE 13TH OF OCTOBER FINALLY FORCED US TO ALTER OUR PLANS. WE SET OUT FOR HONG KONG IN THE FACE OF A TYPHOON, AGAINST OUR BETTER JUDGEMENT BUT UNDER ORDERS WE COULD NOT DISOBEY. ONLY A SHORT DISTANCE FROM THE MOUTH OF THE HARBOR AND YET IN THE LEE OF THE ISLANDS, WE WERE CONFRONTED WITH MOUNTAINOUS SEAS AND GALE FORCE WINDS. A FIFTEEN KNOT AHEAD BELL YIELDED ONLY FOUR KNOTS THROUGH THE WATER AND WE HAD EVIDENCE ENOUGH TO DEMAND RECONSIDERATION. THE ORDERS WERE SHORTLY WITHDRAWN, AND WE RETURNED TO THE HAVEN OF THE HARBOR AND RECOMMENCED THE WORK AT HAND. HONG KONG WAS RESCHEDULED AND WE REMAINED IN SUBIC BAY THROUGH THE 28TH OF OCTOBER WHEN FINALLY WE SET SAIL FOR JAPAN. MOTHER NATURE HAD SUBSIDED BY THEN AND IT WAS A ROUGH BUT UNEVENTFUL JOURNEY THAT BROUGHT US TO NEST WITH OUR SISTER SHIPS OF THE CHINA SQUADRON.



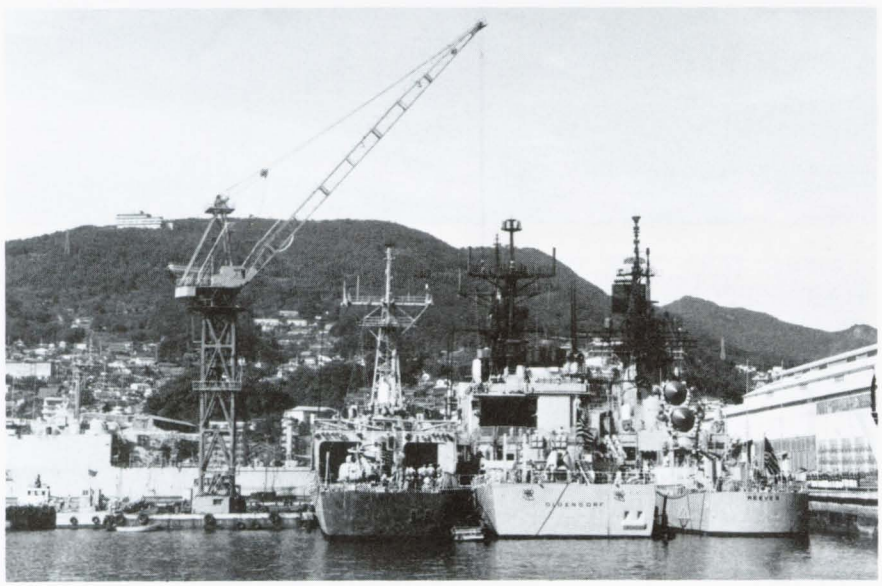




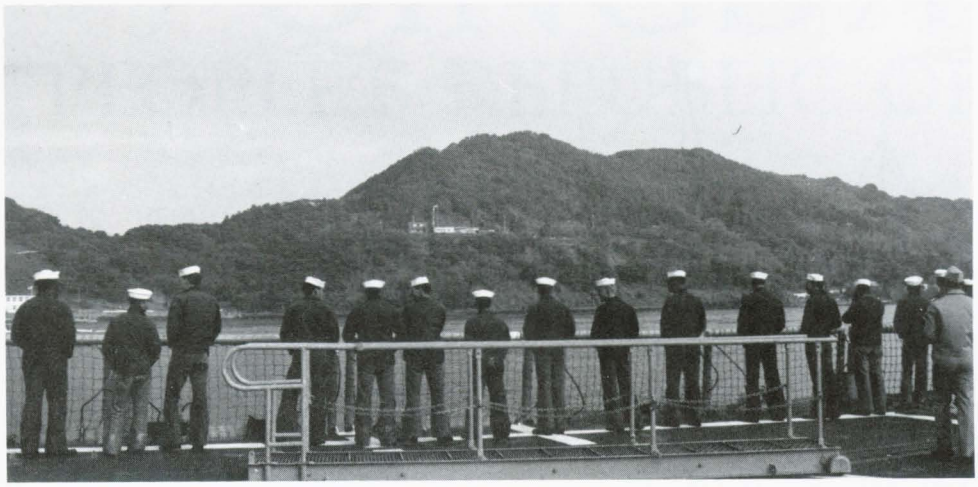




Sasebo



SASEBO, JAPAN. A PORT THAT WE HAD ALL BEEN TO BUT ONLY THE OLD TIMERS HAD EVER HAD A CHANCE TO ENJOY. A QUICK STOP FOR FUEL (NOT LIBERTY) WEEKS BEFORE STARTED IN MOTION ALL OUR DESIRES TO SEE THE JAPAN WE KNEW ONLY FROM SCHOOL AND HER INDUSTRIES' PRODUCTS. IT WAS SCHEDULED AS A MEETING PLACE FOR THE CHINA SQUADRON AND WAS EXPRESSLY BILLED AS A "DRESS REHEARSAL" AND "TITIVATION" UPKEEP. OUR MISSION STILL PRIMARY IN OUR SIGHTS, WE APPROACHED BOTH THE DAY'S WORK AND THE EVENING'S ENTERTAINMENT WITH TYPICAL RENTZ ZEAL AND ENTHUSIASM.

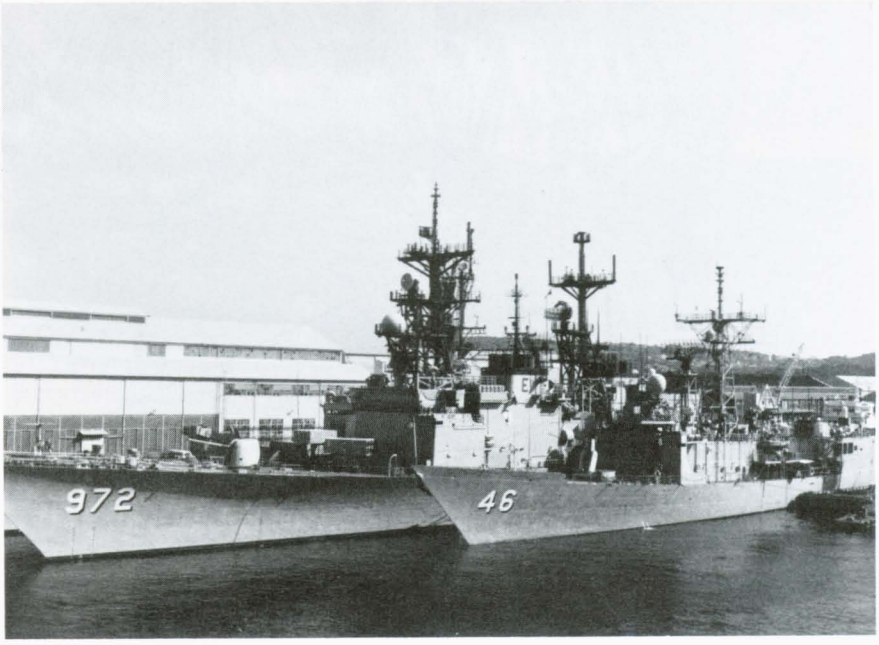


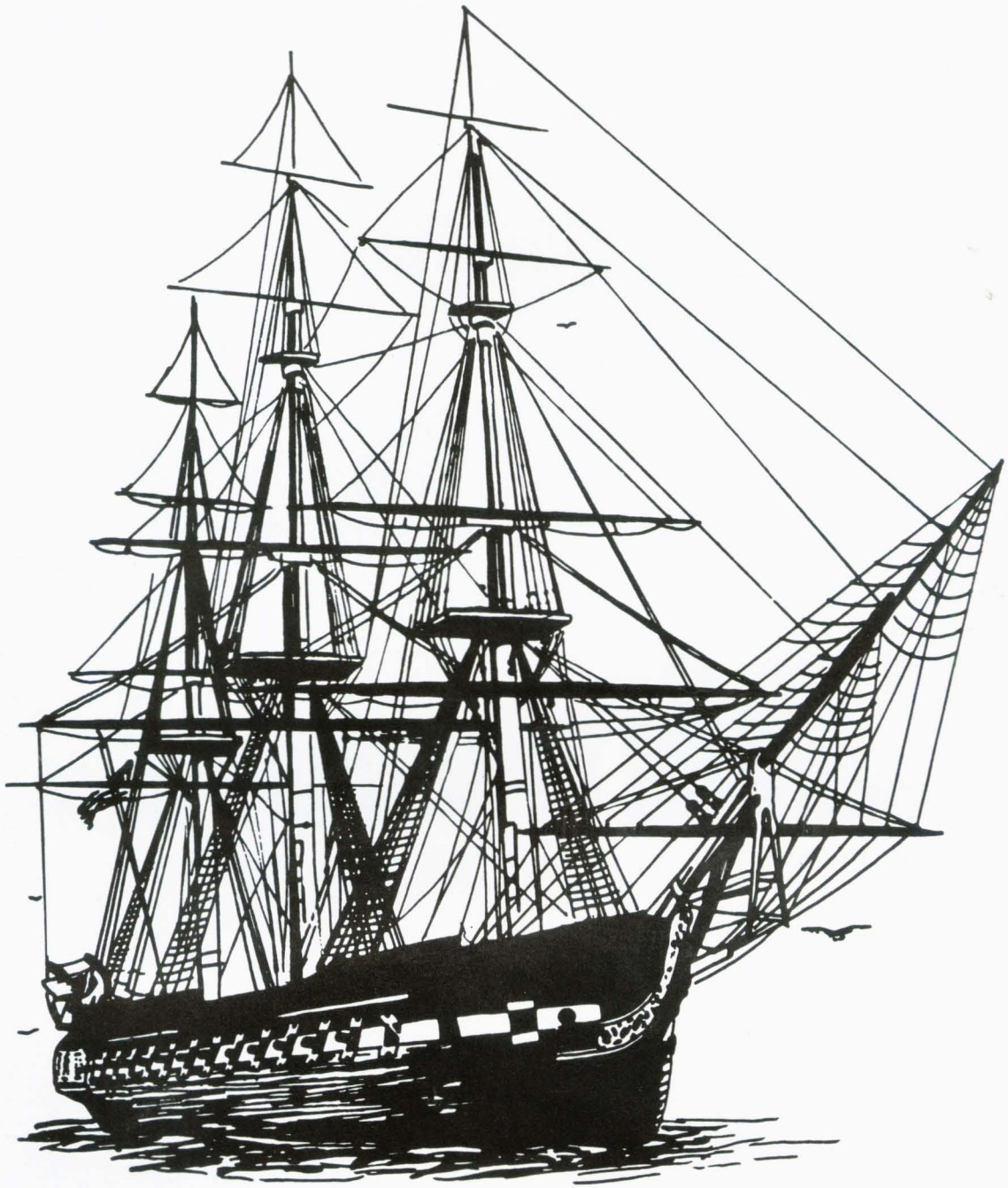






IMMEDIATELY UPON ARRIVAL CONSTRUCTION OF THE "CIRCUS TENT" BEGAN. WE WERE MOORED OUTBOARD OF OLDENDORF WHOSE CREW WAS ENGAGED IN THE EXACT SAME TASK. THEY SEEMED TO HAVE IT DOWN TO A SCIENCE AND WE HAD TO STRUGGLE JUST TO KEEP PACE. IN THE END, BOTH SHIPS STOPPED PRIOR TO COMPLETION HOWEVER SINCE THE GOAL WAS TO DEMONSTRATE THE ABILITY TO MAKE THE TENT STAND: AND THAT REQUISITE WAS SATISFIED WITH THE STANDING OF THE FRAME AND THE PLACEMENT OF THE FIRST MOST DIFFICULT PIECES OF CANVAS. BESIDES THAT, THERE WASN'T ONE AMONG US WHO COULD WAIT ANY LONGER TO HIT THE BEACH.

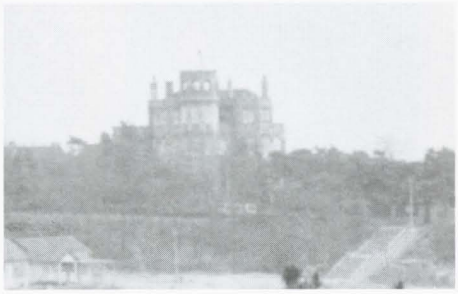


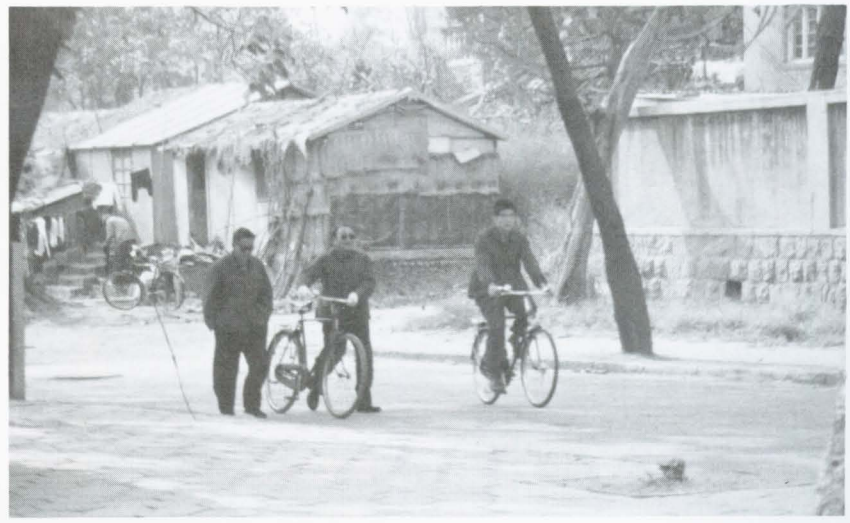


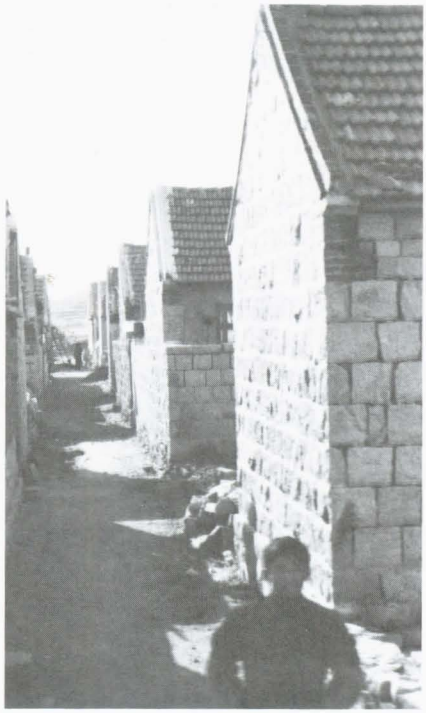
A CALL TO DIPLOMACY

QINGDAO
PEOPLE'S REPUBLIC OF CHINA

IT WAS A FOGGY, COOL MORNING WHEN RENTZ, REEVES AND OLDENDORF SLIPPED THEIR MOORINGS AND MADE WAY FOR THE YELLOW SEA PORT OF QINGDAO. BY THIS TIME THE MAJOR WORK IN PREPARATION WAS COMPLETE AND THE ORDER OF THE DAY WAS SHIP'S ROUTINE, MAINTENANCE TITIVATION, AND CREW CULTURAL SENSITIVITY TRAINING. THIS TRAINING WAS BILLED BY THE MEDIA AS "STRICT INSTRUCTIONS AND LIMITATIONS" ON THE CREW'S BEHAVIOR. THIS WAS NOT IN FACT THE CASE. FOR THE MOST PART THE TRAINING PROVIDED INSIGHT INTO THE HISTORY AND CUSTOMS OF OUR HOSTS. THOUGH THERE WAS SOME CONCERN ABOUT POSSIBLE DIPLOMATIC REPERCUSSIONS DUE TO SAILORS' BEHAVIOR, THE MEDIA FOR ITS PART OVERPLAYED THIS PORTION OF OUR PREPARATIONS. IN ALL ASPECTS, WE WERE WELL PREPARED AND MANNED THE RAIL PROUDLY AS A CHINESE DESTROYER ESCORTED US INTO THE PORT OF QINGDAO, PEOPLE'S REPUBLIC OF CHINA. NO RENTZ SAILOR WILL EVER FORGET HOW CINCPACFLT ORDERED US TO TAKE THE LEAD, OUR SHIP SPRINTING PAST THE OTHERS AT TWENTY-FIVE KNOTS, AND UNOFFICIALLY ARRIVING AS THE FIRST AMERICAN WARSHIP IN CHINA IN THIRTY-NINE YEARS. FINALLY . . . WE HAD ARRIVED.











IT BEGAN WITH CAPTAIN MAYER STRIDING DOWN THE BROW IN FULL DRESS BLUES-SWORD, MEDALS, WHITE GLOVES AND ALL-TO MEET WITH THE OTHER COMMANDING OFFICERS AND RECEIVE THE INITIAL WELCOME FROM THE CHINESE DIGNITARIES. DURING THIS TIME WE STRUGGLED TO RAISE THE FLAGS FOR FULL DRESS SHIP AND OUR CHINESE COUNTERPARTS STOOD IMPASSIVELY AND IMMOVEABLY AT PARADE REST. THIS WENT ON FOR OVER TWO HOURS AS WE BEGAN TO REALIZE THAT LIFE AS A DIPLOMATIC SHOWPIECE WAS AT TIMES TEDIOUS. AFTER A SLOW START HOWEVER, THE EVENTS QUICKLY PROGRESSED AND PROCEEDED LIKE CLOCKWORK.



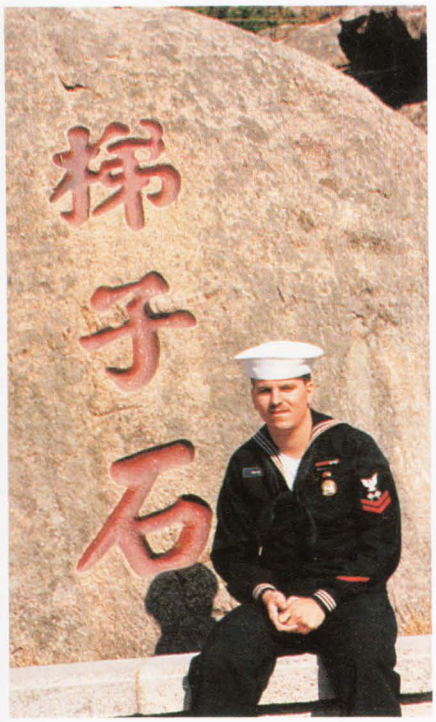






MEMORIES OF CHINA WILL ALWAYS BE DISTINCTLY DIVIDED INTO THE OFFICIAL AND UNOFFICIAL GLIMPSES WE HAD-THE POMP, CIRCUMSTANCE AND OTHERWISE DIPLOMATIC DUTIES WE PERFORMED, AND THOSE OF THE PEOPLE, THEIR CITY AND CUSTOMS. BECAUSE WE WERE DIVIDED INTO PORT AND STARBOARD DUTY SECTIONS, EACH OF US SAW BOTH ASPECTS ALMOST EQUALLY.





















CHINA'S POPULATION IS OVER ONE BILLION STRONG, AND FIVE OR SIX MILLION OF THESE LIVE IN QINGDAO. AS A RESULT ONE OF OUR MOST VIVID IMPRESSIONS WAS ONE OF SHEER NUMBERS OF PEOPLE IN AN ENVIRONMENT ENTIRELY DIFFERENT FROM OUR MOST POPULAR CITIES. AND SINCE WE WORE OUR BLUES FOR EVERY OCCASION, WE NEVER FAILED TO DRAW A CROWD. IN FACT, WHEREVER WE WENT LITERALLY SCORES OF PEOPLE FOLLOWED: AND WHEN WE STOPPED IT WAS NOT UNCOMMON FOR A CROWD OF UP TO ONE HUNDRED PEOPLE OR MORE TO GATHER AROUND TO SEE JUST WHAT IT WAS THAT WE WERE DOING. THE DEGREE OF ATTENTION WE DREW WAS TO US UNEXPECTED AS THEY WOULD STARE AT US TO AN EXTENT THAT WAS IMPOLITE BY OUR STANDARDS. I AM SURE NO ONE REALLY MINDED THOUGH: AND WE WERE CERTAINLY NEVER BORED AS WE TRIED TO FILL EACH DAY WITH AS MANY INTERESTING EVENTS AS POSSIBLE.











THE IMAGES OF CHINA I REMEMBER MOST ARE OF A COUNTRY ONLY RECENTLY EMERGING FROM A MAJOR WAR. PILES OF RUBBLE, DEPRESSED LIVING CONDITIONS, AND MASSES OF PEOPLE MOVING ABOUT IN A LESS THAN LIVELY MANNER. THE RUBBLE OF A RECENTLY DESTROYED BUILDING WAS INDISTINGUISHABLE FROM THE PILE OF MATERIAL ASSEMBLED TO CONSTRUCT ANOTHER. MANPOWER IS THE NATION'S GREATEST ASSET AND BUILDINGS WENT UP AND DOWN ONE BRICK AT A TIME.

LIFE IN CHINA











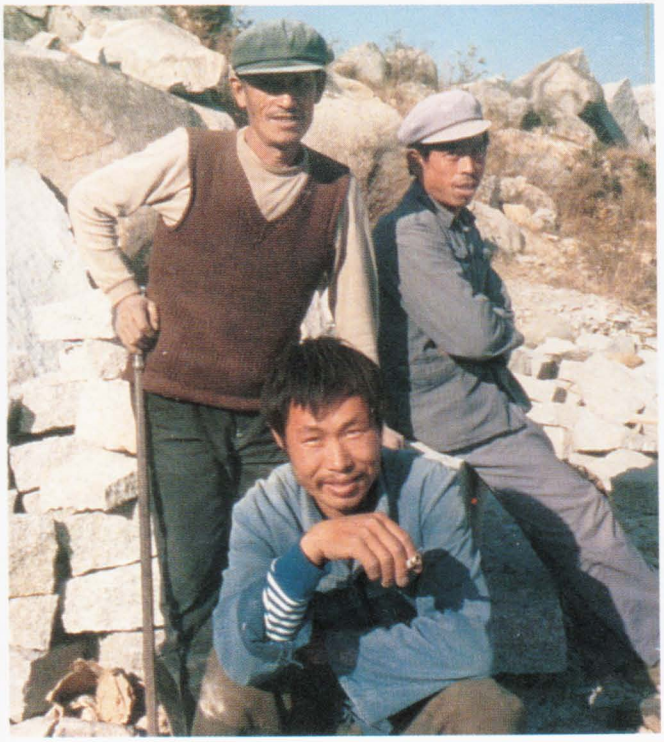







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TOURS













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TOURS WERE A WAY OF LIFE DURING OUR STAY - WE WERE EITHER GIVING ONE OR BEING TREATED TO ONE IN THE CHINESE STYLE. WE SAW THE "TSINGDAO" BREWERY, A CARPET FACTORY, A CHINESE DESTROYER, THE SUBMARINE INSTITUTE, A SCHOOL HOUSE, THE CITY, MOUNT TAI, QU-FU, LAU SHON AND SEVERAL BANQUETS, NOT TO MENTION A SPECIAL TRIP TO BEIJING. THE OFF DUTY SECTION ATTENDED TO TOURS BOTH SPONSORED AND UNGUIDED AND THOSE ON DUTY HOSTED A CONTINUOUS SERIES OF TOURS OF OUR OWN. LITERALLY THOUSANDS OF CHINA'S MILITARY AND TECHNICAL MEN AND WOMEN STREAMED ACROSS OUR BROW TO WITNESS WHAT WAS FOR THEM "STAR WARS" IN REAL LIFE. WE ARE SURE THEY ARE STILL TRYING TO ANALYZE THE "PHASER" AND "PHOTON TORPEDO" BUTTONS ADDED TO CONSOLES IN COMBAT BY A SAILOR WITH A DEVIOUS SENSE OF HUMOR.

57



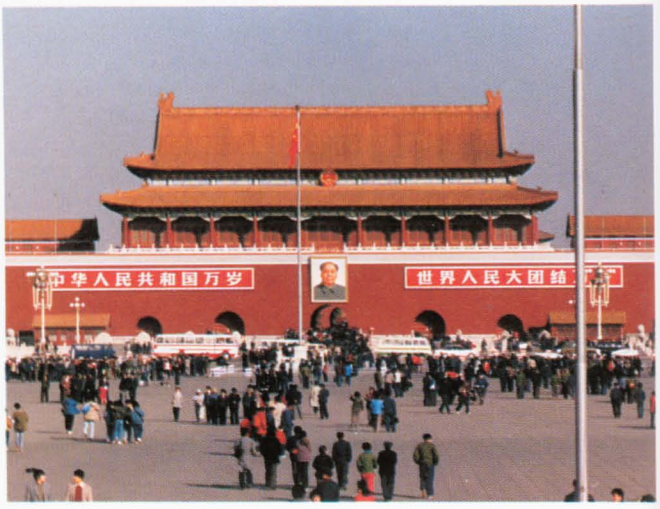


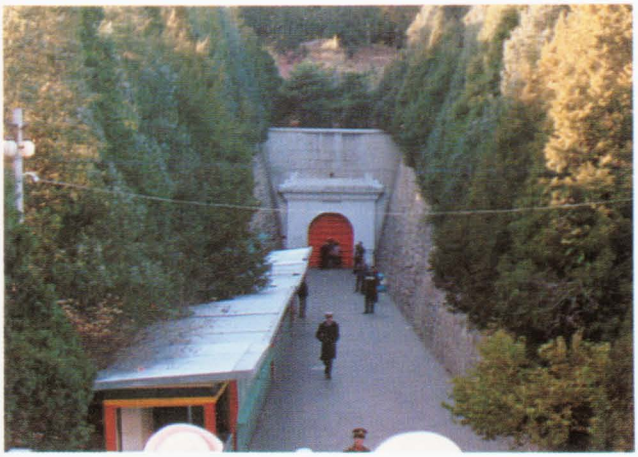
BEIJING

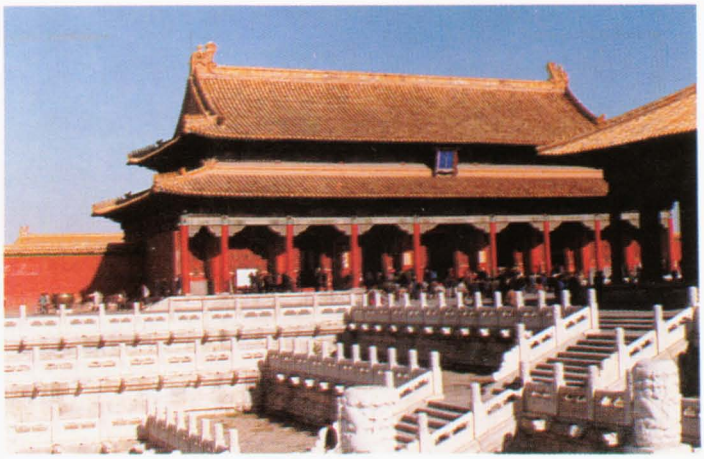


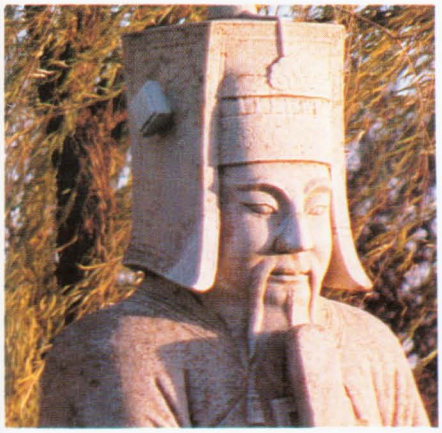


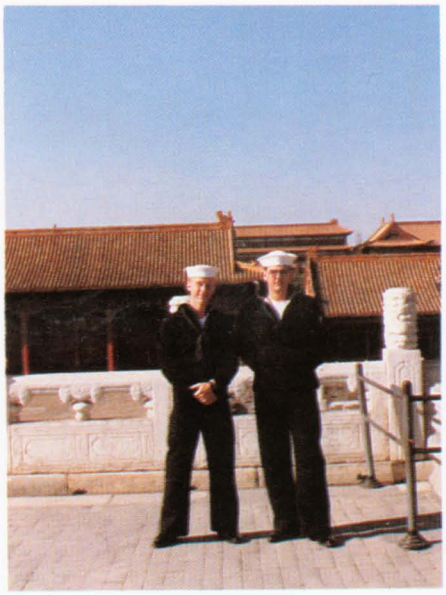














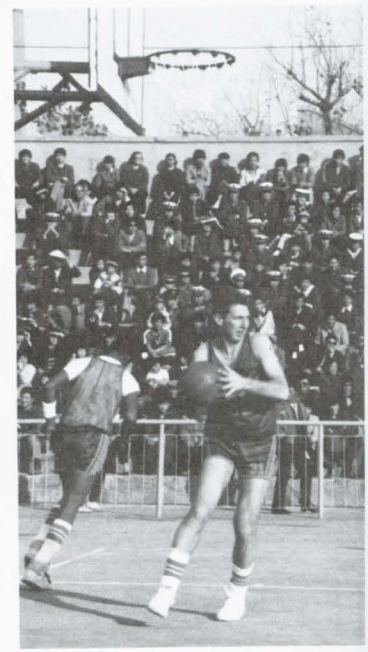


WHILE MOST OF US WERE HAVING THE TIME OF OUR LIVES IN QINGDAO, A FEW SAILORS WERE LUCKY ENOUGH TO TAKE A GUIDED TOUR THROUGH BEIJING. ON THE 6TH OF NOVEMBER A HANDFUL OF CHOSEN SAILORS, SELECTED FROM EACH OF THE THREE SHIPS, BOARDED THEIR FLIGHT TO A LAND OF WONDERS. HERE THEY SAW THE SUMMER PALACE, THE FORBIDDEN CITY, THE PEOPLE'S SQUARE, A CLOISONNE FACTORY, AN ACROBATIC SHOW AND THE GREAT WALL OF CHINA.





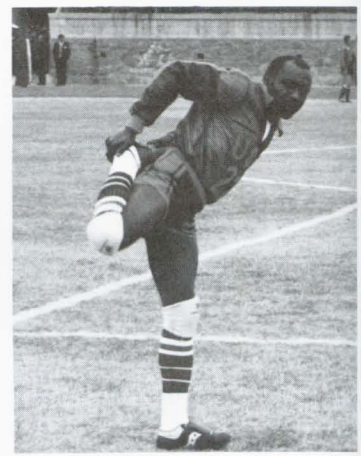
BASKETBALL . . .







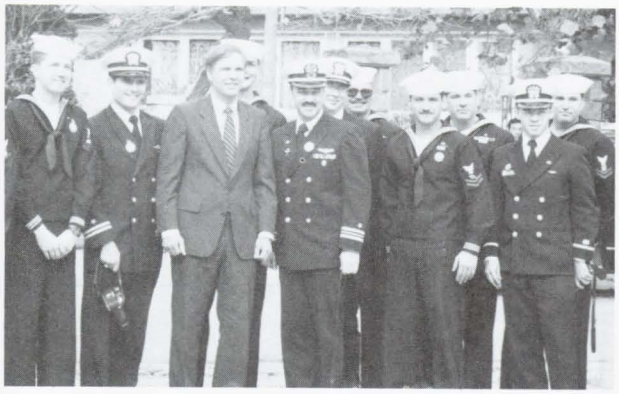
AND SOCCER . . .











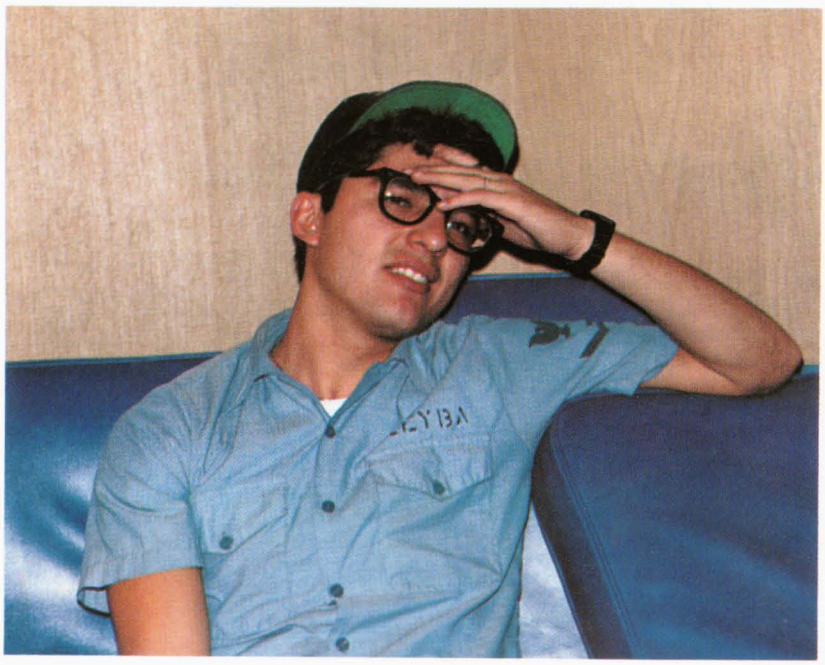






THE TOURS AND LECTURES WERE COMPLEMENTED WITH OFFICIAL LUNCHEONS AND VARIOUS CEREMONIES AS EACH ONE OF US HAD TO PLAY OUR PART TO MAKE EVERYTHING HAPPEN AS PLANNED. FORTY-TWO BELLS ANNOUNCED THE ARRIVAL OF ONE OFFICIAL PARTY - AN ACT THAT I AM SURE HAD THE COMMAND DUTY OFFICER AND OFFICER OF THE DECK AT LEAST THINKING ABOUT THE POSSIBILITY OF GOING TO SECURITY ALERT (AN ACTION THAT REQUIRES NO PERSON CROSS THE BROW). NO ALERT WAS NEEDED HOWEVER AS THE HONOR GUARD PERFORMED FLAWLESSLY AND THE TOUR GUIDES CONDUCTED THEMSELVES PROFESSIONALLY. OUR AMBASSADOR AND THE CHINESE DIGNITARIES EACH COMMENDED OUR COMMANDING OFFICER ON THE STATE OF HIS SHIP AND CREW. ADMIRAL ''ACE'' LYONS NOTED HE WAS PLEASED WITH RENTZ ABOVE ALL. THIS AND EVERY OTHER TOUR AND EVENT CAME OFF WITHOUT A HITCH. OUR TENT WAS NEVER REQUIRED (NO MAN WAS DISAPPOINTED ON THAT ACCOUNT), AND EVERYONE GOT THEIR FAIR SHARE OF DIPLOMACY. EACH NIGHT HALF OF THE CREW WAS EXHAUSTED FROM THE DAY'S REQUIREMENTS AND THE OTHER HALF WAS ALIVE WITH STORIES FROM THEIR DAY ON THE TOWN. SHOPPING, EATING, GUIDED TOURS, AIMLESS WANDERING, SPORTS AND CULTURAL EVENTS KEPT THE MOST ENERGETIC OF US HOPPING FROM LIBERTY CALL AT ABOUT 1000 TO EVENING CURFEW AT MIDNIGHT. BECAUSE THERE WERE SO MANY EVENTS AND LIMITS ON THE NUMBER THAT COULD ATTEND EACH ONE, EVERY SAILOR'S EXPERIENCE WAS UNIQUE. IT WAS A ONCE IN A LIFETIME EXPERIENCE THAT WILL LIVE FOREVER IN OUR MEMORIES. WE LEFT QINGDAO ON THE ELEVENTH OF NOVEMBER, SATISFIED WITH THE JOB WE HAD DONE AND HAPPY TO BE HEADING HOME.

FACES TO REMEMBER . . .









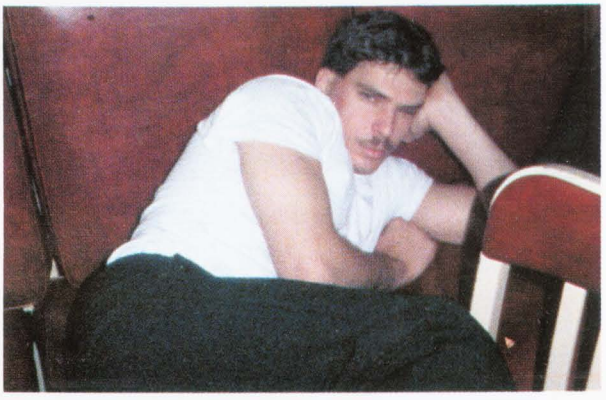










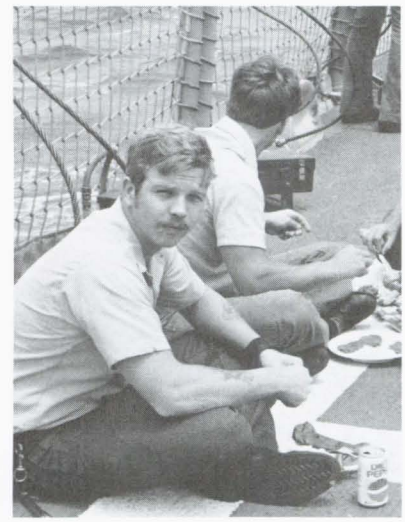













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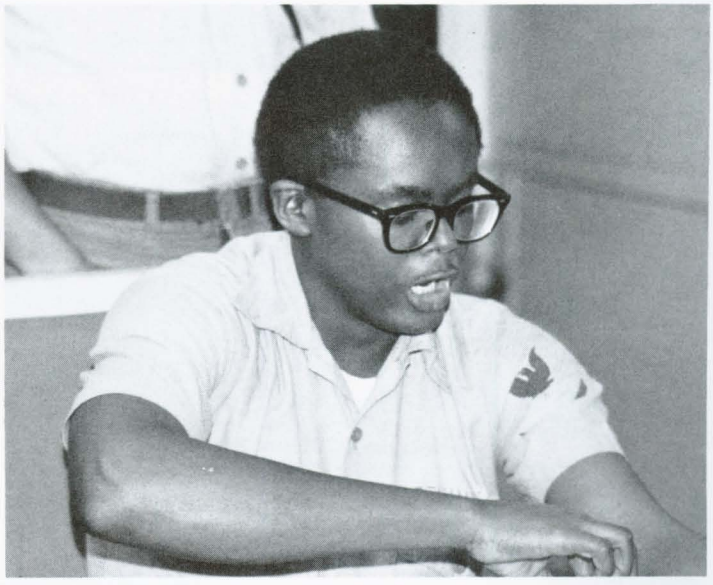



USS RENTZ
FFG-46



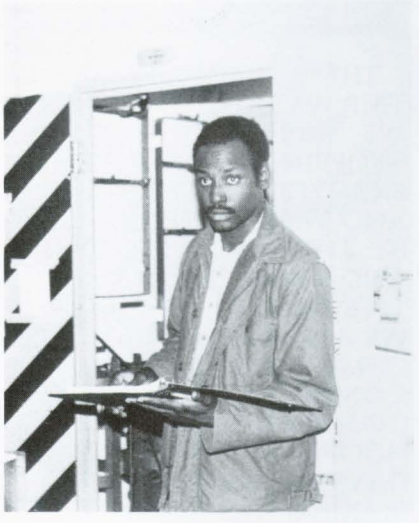







USS RENTZ
FFG-46





Hong Kong

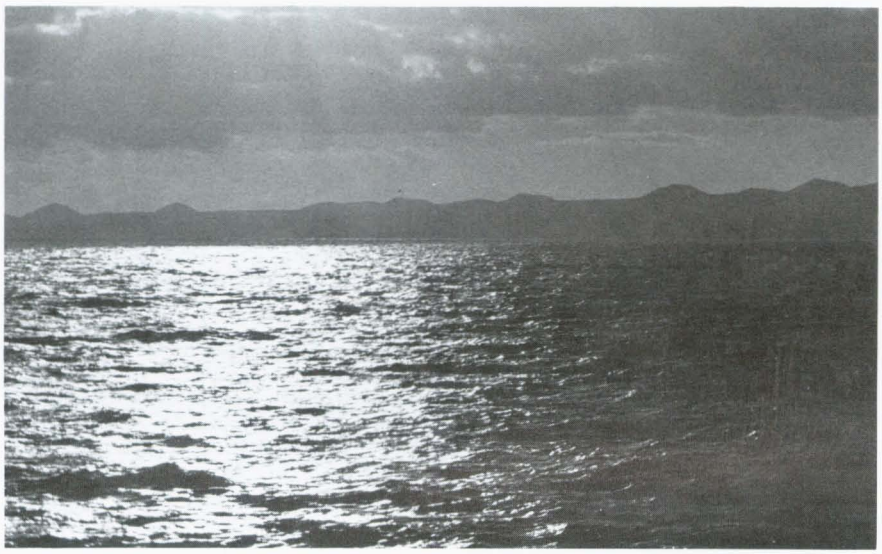


SIGHTS . . .





SOUNDS . . .



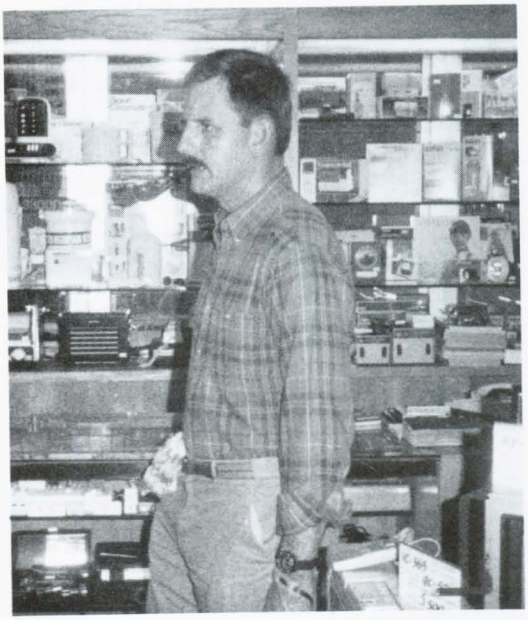


THE REMAINDER OF OUR TRIP WAS NOT UNEVENTFUL. WE ROUNDED OUT OUR SHOPPING AND ORIENTAL SIGHTSEEING IN HONG KONG AND WERE BUFFETED ABOUT BY THE WEATHER BOTH TO AND FROM THAT DISTINCTIVE ENGLISH COLONY. HERE WE ALSO LAID OUT THE WELCOME MAT FOR OUR NEW COMMANDING OFFICER, COMMANDER JAMES A. HOOPER IV. FOR SEVERAL DAYS HE TOURED THE SHIP, MAKING HIS OWN ASSESSMENT OF THE SHIP THAT WOULD SOON BE HIS.

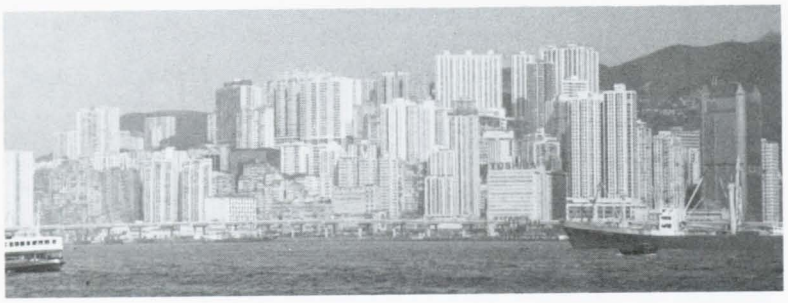








AND AH. . . THE AROMA



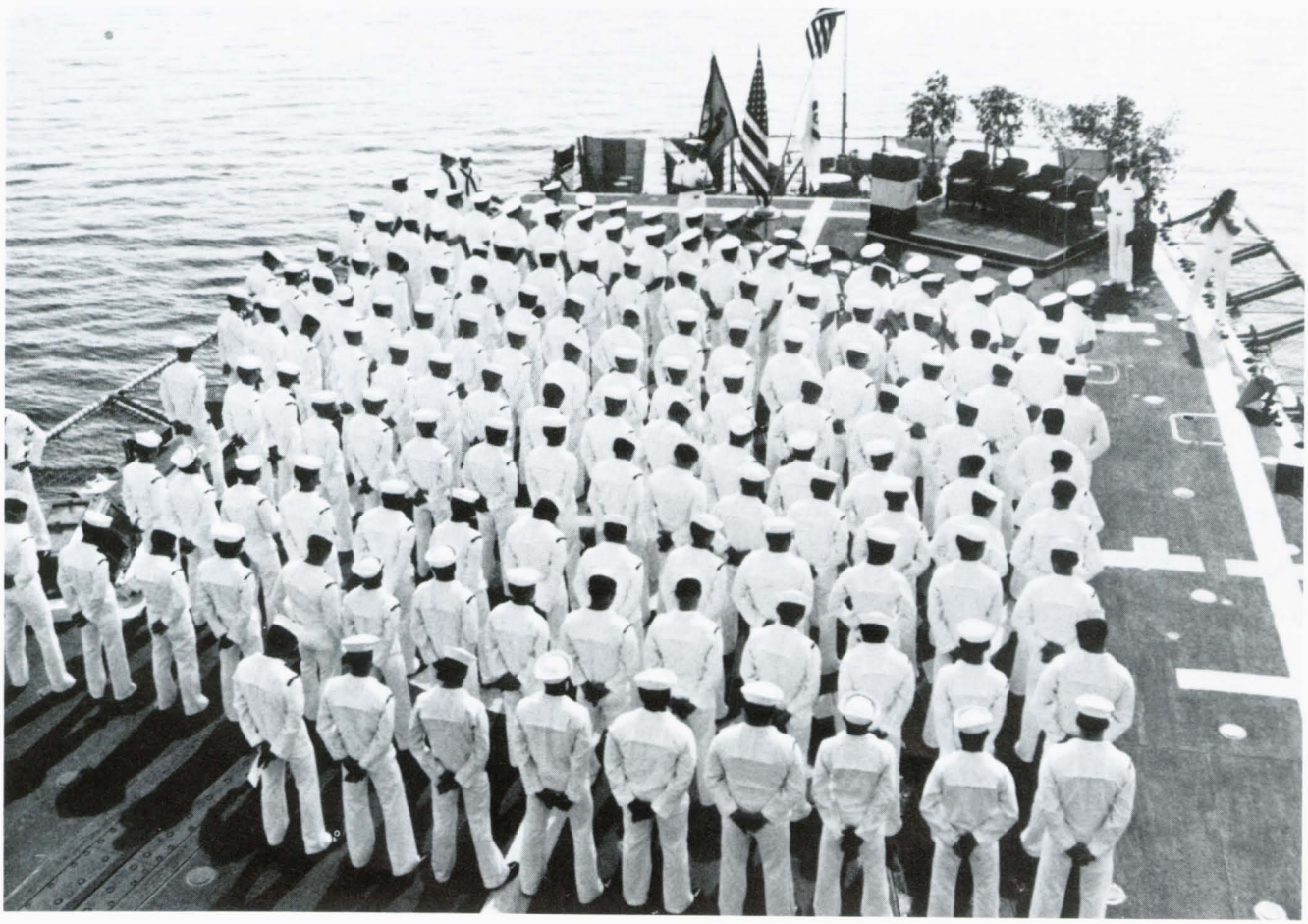




CHANGE OF COMMAND





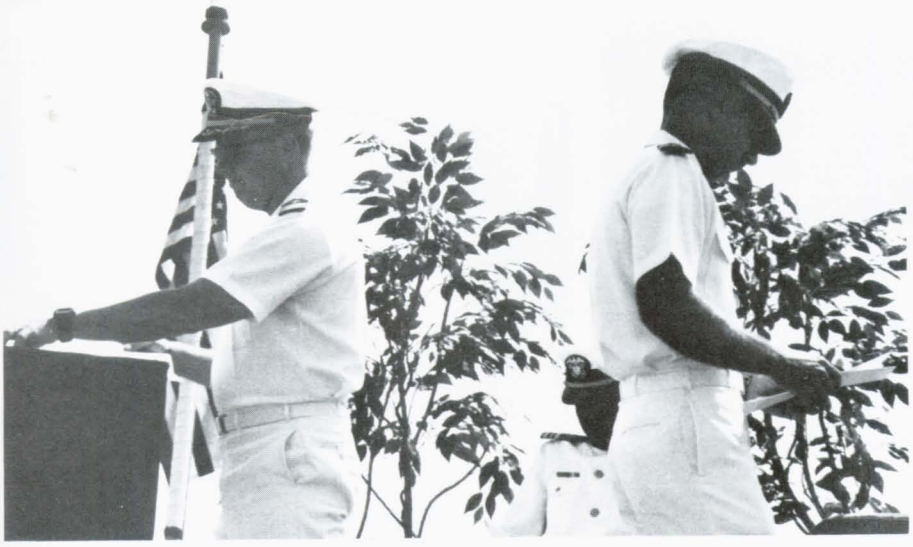


WELCOME CAPTAIN HOOPER





CAPTAIN MARTIN J. MAYER WAS RELIEVED OF DUTIES AS COMMANDING OFFICER, USS RENTZ (FFG 46) BY COMMANDER JAMES A. HOOPER, IV ON 22 NOVEMBER 1986 WHILE ONBOARD RENTZ AT ANCHORAGE IN SUBIC BAY, REPUBLIC OF THE PHILIPPINES. GUEST SPEAKER FOR THE OCCASION WAS REAR ADMIRAL WEBSTER, COMMANDER TASK FORCE SEVENTY-FIVE.





RADM WEBSTER
CTF 75

HEADING HOME . . .

SHORTLY AFTER WE DROPPED ANCHOR IN SUBIC BAY, TO FORMALLY ANNOUNCE THE CHANGE OF COMMAND AND FLY OFF CAPTAIN MAYER, CAPTAIN HOOPER GUIDED US PIERSIDE WHERE WE TIRED UP LOOSE ENDS AND MADE PREPARATIONS TO ESCORT TARAWA'S AMPHIBIOUS READINESS GROUP ON THE LONG VOYAGE HOME. ON THE TWENTY-SIXTH OF NOVEMBER WE SET SAIL FOR HAWAII AND BRACED FOR OUR FINAL CONFRONTATION WITH MOTHER NATURE. THIS TIME IT WAS TYPHOON KIM WHICH WE NARROWLY AVOIDED IN THE SOMEWHAT RESTRICTED SEAS SOUTH OF GUAM. HERE ALSO WE TOOK OUR WORST BEATING AS WE ARRIVED IN PEARL HARBOR WITH FOUR GRADUALLY LENGTHENING CRACKS IN OUR SUPERSTRUCTURE. A THOROUGH INSPECTION REVEALED NO FURTHER CRACKING AND WE WERE PRONOUNCED SAFE TO MAKE THE FINAL LEG OF OUR VOYAGE. SAN DIEGO WAS ONLY DAYS AWAY AND THERE WAS NOTHING THAT COULD STOP US NOW.





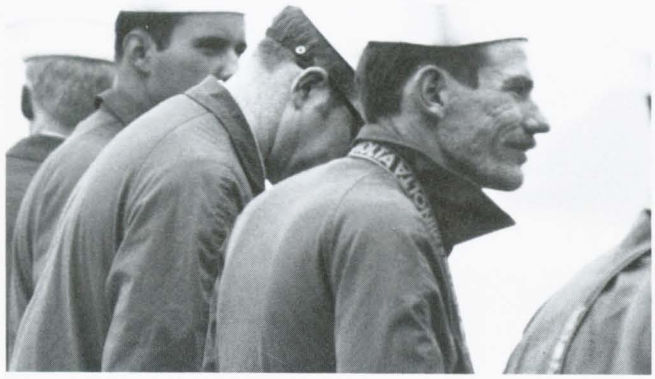
RENTZ KEEPS TARAWA, FRESNO AND COMPANY SAFE TO INVADE FOREIGN SHORES



ON THE ROAD AGAIN

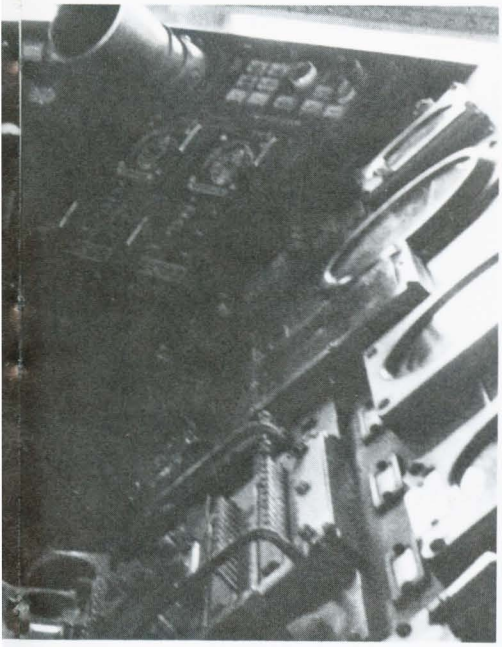








GOODBYE P.I.





BEARDLESS BARBARY BROWN MODERN DAY PIRATE



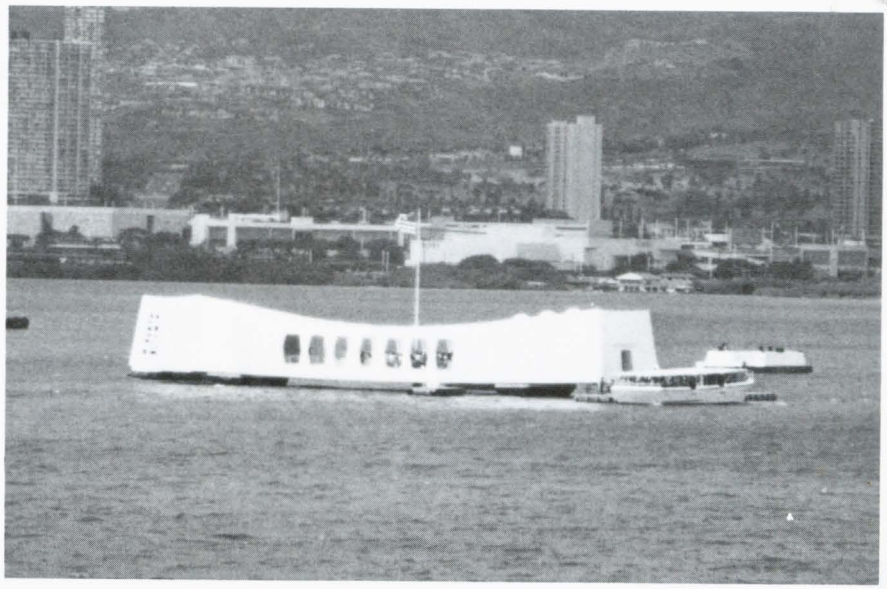




OLSON?



ALMOST HOME!



PEARL HARBOR





72





HAWAII



73

WELCOME








CAMERON
LOVE — MAMA




BUD
HAPPY B'D
I LOVE YOU


WELCOME
USS RENTZ
SANTAS MEET MRS CLAUS
AT THE PIER

HOME















IT IS HARD TO DESCRIBE THE EMOTIONS THAT A LONG OVERDUE HOMECOMING ELICITS IN THE HEARTS OF SAILORS SO CHARACTERISTICALLY STOIC. AS MANY AS COULD, MANNED THE RAIL AND STOOD QUIETLY IN HIS OWN THOUGHTS AND EMOTIONS AS THE ANTICIPATION WELLED WITHIN HIM. MUSIC PLAYED ON THE 1MC, TUGS GREETED US WITH TOWERING WATER SPOUTS, A WREATH WAS PLACED OVER OUR BOW, SHIPS AT NORTH ISLAND FLASHED US A WELCOME IN CODE, A SIGN ON THE CORONADO BAY BRIDGE ANNOUNCED OUR ARRIVAL, A BAND PLAYED AT THE PIER, AND EACH MAN STRAINED HIS EYES TO FIND HIS SPECIAL SOMEONE WAITING FOR HIM ON THE PIER. FINALLY ... AFTER ONE HUNDRED AND THIRTEEN DAYS ... WE HAD ARRIVED.

ACKNOWLEDGEMENTS

EDITOR

LT DANNY H. STRUBLE

LAYOUT

YN1(SW) RIK BRENDLE
HT3 BILL ALLEN
ET3 JOHN STETTER
HTFN RICH MOCK
EW1 BUFF HANSEN
MSSN MAU SCHOLZEN

ILLUSTRATION

ENS JOHN MATSON
OS2 ROB GRANGER

PHOTOGRAPHY

ET3 JOHN STETTER
SH2 DERRICK VEZINA
MS3 WARD BROM
GSE2 JEFF DEAN
FCC BRAD STEWART
FC2 BRYON MOORE
LT HILLENBRAND
QM2 DAVID OLSON
HT1 MYRON EPPS
OSCS PAUL DOLAN
LT JAMES DEPP
DK1 CHRIS OLIVAREZ

BUSINESS

FCC BRAD STEWART
GMGC DAVE BAKER
MSC MIKE SMITH

COPY

LT DANNY STRUBLE

TYPE

YN1 RIK BRENDLE

EDITOR'S NOTE

THE CENTRAL IDEA AROUND WHICH THIS BOOK WAS DEVELOPED IS THAT MOST OF US JUST DO NOT HAVE THE EXPERTISE TO TAKE GOOD PICTURES, OR TO BE AT THE SCENE OF THE ACTION AT ALL TIMES. IT IS A PHOTO ALBUM ABOVE ALL ELSE THAT YOU CAN KEEP FOR A LIFETIME TO REMEMBER THE PLACES WE VISITED AND THE FRIENDSHIPS WE MADE. ADDITIONALLY, A NARRATIVE WAS INCLUDED TO MARK THE MAJOR EVENTS OF THIS HISTORIC TRIP.

CONSTRUCTION OF THE BOOK WAS MUCH MORE OF A TASK THAN I EVER IMAGINED, YET IT PROGRESSED STEADILY THROUGH THE EFFORTS OF MANY MEN. TWO MEN PARTICULARLY STAND OUT, WITHOUT WHOM I COULD HAVE NEVER FINISHED THE BOOK - YN1 RIK BRENDLE AND HT3 BILL ALLEN. THESE TWO DID THE LION'S SHARE OF THE WORK AND WILL REMAIN PERSONAL FRIENDS OF MINE FOREVER.

IT WAS A WORTHWHILE AND LEARNING EXPERIENCE FOR ALL WHO TOOK PART. I HOPE YOU ENJOY THE FRUITS OF OUR LABOR.

DANNY H. STRUBLE
LIEUTENANT, U. S. NAVY



